

Prices and Prospects.

TIFFENING OF SPOT FURNACE ADDS 50 CENTS TO THE MINIMUM

Due to Lighter Offerings Rather
Than to an Increase
in Demand.

RANGE NOW \$17 TO \$17.50

Larger Deliveries on Contract; Demand for Foundry Fair; All Talk About First Half Contracts Has Disappeared, Iron Situation Uncertain.

Special to The Weekly Courier.
PITTSBURGH, Oct. 13.—The stiffening in the spot coke market has continued and the minimum on furnace coke is up 50 cents in the week, the normal quotation range being \$17 to \$17.50 against \$16.50 to \$17.50 noted a week ago. The range of \$17 to \$17.50 easily represents the general market at present, there being only a little business done outside this range. One or two sales at \$16.50 have been reported this week and there was one transaction at \$17.75, a furnace desiring a particularly good lot of coke to pull up the average of quality on some questionable coke. The entire trade, producers and consumers alike, agree that the stiffening in the market is due to tightening of the supplies offered rather than to any increase in the general demand. Demand is certainly not as heavy as it was a few weeks ago. Consumers in general are somewhat better supplied by deliveries on contracts and by their own production of product coke, and the sentimental influence of some high furnace inquiries for coke, against possible blowing in, has been removed. The complexion of the pig iron market has altered so completely that no merchant furnace is thinking of blowing in an idle furnace at this time.

Market demand for foundry coke is, even though, foundries are as busy as they were a month ago, and prices lately current are readily obtained. For really good foundry coke higher prices than those generally ruling are undoubtedly obtained, but the common testimony is that there is very little coke in the market now of the standard quality used to be common, and the few operators who have especially good coke to offer are making no particular effort to secure premium prices for it. The spot market is now quoted as follows:

Practically all talk about first half contracts for either furnace or foundry coke has now disappeared, on account of the great uncertainties that have developed in the prospects both of furnaces and of foundries. The furnaces are selling pig iron for next year, hence have no occasion to order or raw materials, while when foundries are not buying pig iron they are indisposed to buy coke, particularly when they feel that any change in prices that may occur is certain to be to their advantage.

The Pittsburgh district coal market holds up very well and on the whole is a shade higher than two or three weeks ago, this being due presumably to the fact that coal supplies have not improved in that time. For if anything supplies have grown poorer, the prospect, formerly considered bright, that the mines would eventually be supplied with cars sufficient to enable them to operate up to the limit of labor supply, has now practically disappeared altogether. It seems certain that coal will continue very scarce until the lake shipping season ends, and the question is whether it will then grow more plentiful in the open market, this depending upon whether there will be enough increase in demand due to the advent of winter to take up the slack caused by the cessation of lake shipments and the decline in industrial activity that has now begun.

The pig iron market continues so stagnant that it is doing little to develop actual market prices in accordance with the lower values that now are recognized alike by producers and consumers as inevitable eventually. In a small transaction foundry iron recently declined from \$50 to \$47. Valley, and now on only a fair sized transaction based on has been done at \$45, Valley, against a formerly established level of \$45.50. One or two buyers are in the market and expect to do considerably less than \$45. Bessemer is hung up without any transactions. There is some speculation as to where the pig iron market will eventually be established, and a few observers are talking of \$35 as a possible stopping point. The market, so far as any can be quoted at present, stands as follows:

Bessemer \$43.30
Basic \$44.00
Foundry \$45.00
Meltable \$47.00

These prices are f. o. b. Valley furnaces, freight to Pittsburgh being \$1.90.

Less Employment Beginning.
The Salvation Army relief department says the era of labor shortage has been reached, and the period of less employment is beginning.

Workers, Laid Off.
About 2,000 workers have been laid off in steel mills at East Chicago, Indiana Harbor and Gary in the last few days.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville district (often called the Klondike and sometimes the Monongahela district) to principal points for shipment, are as follows, per net ton of 2,240 pounds, effective August 16, 1920:

For Export.
From Connellsville District:
Philadelphia (P. O. B. vessel) \$1.15
New York (P. O. B. vessel) \$1.25
Baltimore (P. O. B. vessel) \$1.35
From Lakewood District:
Philadelphia (P. O. B. vessel) \$1.10
New York (P. O. B. vessel) \$1.20
Baltimore (P. O. B. vessel) \$1.30

IRON AND STEEL PRICES DUE FOR A BIG DECLINE

Producers Admit Drop is Coming But
Lead in Making a Reduction.

Special to The Weekly Courier.
NEW YORK, Oct. 13.—The American Metal Market and Daily Iron & Steel Report will review the situation and forecast tomorrow as follows:

The iron and steel industry faces in the most philosophical manner the certainty that its prices are going to undergo a very serious recession. Producers admit frankly that prices are going to decline, but each individual points to the state of his order books to show that he has no occasion to take the lead in reducing prices. Discussion is confined to the subject of how long it will be until the price declines become pronounced and how long the period of declining prices will last. That the reaction will go far enough to bring about eventually an advancing market again is not universally predicted, but is a clear probability, simply because that is the course the iron and steel market has always pursued.

As to the extent of the declines, the common view is that prices of independent steel mills will decline to the United States Steel Corporation level, maintained practically unchanged for a year and a half, and will then go even farther to enable mills to buy their way back into the market again. There is a possibility that the United States Steel Corporation will make its prices up \$2 or \$4 a ton to facilitate the equivalent process.

In the case of pig iron there is less ground for pessimism, because there is no definite recognized level on which the market might settle. The furnaces regard a settling to the industrial level, \$26.75 at furnace in the case of foundry iron, as altogether out of the question. Some buyers consider \$25 a possibility.

Production of steel ingots in September was about 42,700,000 gross tons a year. The failure of production as a whole to increase confirms reports of some mills limiting their output on account of the state of their order books, for some large producers certainly gained in output in September. Physical conditions at present admit of heavier production than occurred in August but the state of order books may prevent October from making its usual good tonnage showing.

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Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING OCTOBER 9, 1920.	WEEK ENDING OCTOBER 2, 1920.
DISTRICT.	Ovens. In. Out. Tons.	Ovens. In. Out. Tons.
Connellsville	18,727 15,424 5,403 116,040	18,727 15,424 5,403 116,040
Lower Connellsville	17,109 10,411 6,798 96,120	17,109 10,411 6,798 96,120
Totals	35,837 25,835 12,192 212,160	35,837 25,835 12,192 212,160
FURNACE OVENS.		
Connellsville	15,470 10,355 5,085 90,150	15,470 10,355 5,085 90,150
Lower Connellsville	6,596 2,022 4,574 30,200	6,596 2,022 4,574 30,200
Totals	22,066 12,377 9,659 120,350	22,066 12,377 9,659 120,350
MERCHANT OVENS.		
Connellsville	3,257 2,039 818 25,890	3,257 2,039 818 25,890
Lower Connellsville	10,114 7,389 2,725 65,860	10,114 7,389 2,725 65,860
Totals	13,371 9,428 3,543 91,750	13,371 9,428 3,543 91,750

CONNELLVILLE COKE REGION'S RECORD IN THE WORLD WAR WAS AN UNPARALLELED ACHIEVEMENT

Fruit of Co-operation Between
33,000 Workers and 100
Operators.

INTELLIGENTLY DIRECTED

By Regional Fuel Administration Composed
of Representative Producers,
as the Executive Force of the Government
in Handling the Situation.

PART II.

Stimulating Full Time.

Possibly the far-reaching step in the creation of an efficient war mobilization of the region's operators and workers was the establishment of the governmental system of full time work. That system of reports was complete war record of every man in the region and definitely placed him for or against the maximum output for which every one was striving. Because of its far-reaching effects and the definiteness of its results the system was not established until after the most careful consideration of the principal producers and with the consent of the United States Fuel Administration. The results were so immediately favorable that when the full effectiveness became apparent it became the most potent factor in increasing the labor efficiency and a steady increase in the tonnage figures despite the loss of a considerable percentage of the workers by the army draft.

Previous to the establishment of the full time reports officials of the Regional Fuel Administration, from carefully compiled statistics estimated that 70 per cent of the workmen in the region were wholeheartedly supporting the war program. The other 30 per cent content with the high wages to work only a portion of the time for a period threatened to impair the efficiency of the whole industrial fabric. To secure the maximum efficiency from that 30 per cent, forming as it did the balance of power, Manager of Production Byers with the consent of other officials of the Regional Fuel Administration and of Washington officials, promulgated an order to all operators to report officially on blank forms provided the names of every man who missed a day's work, giving the reasons assigned by the man for his absence. In addition to filing these reports at the Fuel Administration headquarters, the operators were required to post a complete list of men each week who did not work their full six days. That board soon became known as the "slacker board" and within a short time after the promulgation of the movement became fully understood, the great percentage of the workers were found doing their utmost to keep off the slacker list. Men, under normal conditions celebrated a lay-off at least once a week were found to be reporting regularly and men with legitimate excuses for absence made application beforehand to their superintendents for a day's leave. There were several cases on record where men with matrimonial intentions made formal application for a vacation in which to observe the usual.

However, early in the movement, it became apparent that the system of denouncing the faithful with no word of recognition for the loyal was not entirely satisfactory. Seeking the voluntary cooperation of the men with as little drastic action as was absolutely necessary being the aim of the fuel officials, the original order was soon amended establishing the "full time board" at all plants where was placed the names of the loyal workers, beside the "slacker list." That order further increased the efficiency of the region and where men had worked under pressure to keep off the slacker list they then strove doubly hard to have their names on the "full time board."

Meeting Car Shortage.

Early in August of 1918, the enthusiasm of the Coke Region Army was dampened by a recurrence of the mine operators' principal tugboat, car shortage. Production almost halting and only with great difficulty was the new-born zeal of the workers sustained. Car shortage remained the principal obstacle to steady production and

gains although the influenza epidemic early in the fall hit the region a body blow. Generally, however, as far as the Connellsville region was concerned, the biggest fuel production problem was the car supply problem. That problem, however, was not permitted to remain an insurmountable obstacle but was grasped in the same thorough and practical manner which characterized all the war work of the coal and coke industry. When railroad congestion threatened to be a serious factor in retarding production both railroad and coal and coke officials realized that much good could be accomplished by joint cooperation. To work out a plan whereby operators could expedite the movement of fuel freight and secure the maximum service from the available car supply J. B. Yohe, of Pittsburgh, chairman of the committee authorized by the General Operators' Committee of Eastern Railroads, in December, 1918, appointed a committee of 10 operators to investigate the car problem and to the extent of 100 cars per month submit recommendations as to possible ways to remedy the situation. That committee was composed of the following operators and representatives: R. M. Fry, chairman, representing the Erie Railroad; W. L. Hedden, secretary, representing the Monongahela Railway; J. M. Jamison, representing the Coal and Coke Company; H. D. Jamison, representing the Consolidated Coke Company; J. H. Stump, representing the Keystone Coal and Coke Company; John McIlwain, representing the American Pig Iron Association; and C. A. Mueh, representing the Erie Railroad.

That committee conducted an exhaustive investigation of the railroad problem and came to the conclusion that much could be saved by the elimination of cars both in the way of aiding the railroads in clearing up the congestion and securing the maximum efficiency from cars. It was found that much coal and coke from the Connellsville region was passing by other coal and coke shipments on its way to destination thus wasting both railroad time and cars and adding materially to the congestion. It was found that a steel interest near the region was securing the coke supply from a by-product plant at Cleveland while much coke daily left the region for furnace interests in that territory. An exchange of coke by these interests saved the hauling of coke into the region and reduced the outgoing tonnage proportionately. An active campaign was also inaugurated for maximum loading of cars which was also very effective.

The work of the Coal and Coke Committee in charge of the car supply problem is described in the following report submitted by R. M. Fry, chairman, to J. B. Yohe, chairman of the committee authorized by General Operators' Committee of Eastern Railroads:

"On Wednesday, December 5, 1917, the Coal and Coke committee met at the time and place above stated (office of Jamison Coal & Coke company, Oliver building, Pittsburgh), and being present the entire 10 members. In compliance with previous arrangement the several members of the committee had gathered information regarding shipments of coal and coke and presented same in tabulated form. From the figures available it was shown that approximately 3,700 cars of coke moved east during the month of November via Pennsylvania railroad through West Brownsville and Pottsville yards from points on the Monongahela railway and P. V. & C. railway. "Were it possible to correct this by exchanging tonnage in equal amounts with plants better situated to serve eastern consumers, a great saving in time, and consequent increase in number of available cars, should result. "Coke originating in the north and of the Connellsville region on the Pennsylvania railroad and consigned to points west now moves through the congested district, Coke originating on the Monongahela railroad consigned to eastern furnaces moves from West Brownsville and down the P. V. & C. railway, then on the main line of the Pennsylvania railroad east. "Were the coke in the north end of the Connellsville region shipped east on the Monongahela railway coke in

Production and Output.

PRODUCTION AGAIN OVER THE 200,000 TONS WEEKLY MARK

COKE TRADE SUMMARY.

Coke production was boosted over the 200,000 tons mark last week through the joint efforts of both the furnace and the merchant ovens which were stimulated by several helpful factors. The chief of these was a better car supply which came with the last half of the week aided by the cessation of several annoying obstacles to transportation. These included the lifting of the Western Maryland embargo on Lake Erie loads and an uninterrupted exchange of empties and loads between the Pennsylvania and Monongahela railroads, enabling the latter to better serve the important plants of the Lower Connellsville district. The crowded condition of Youngwood, Rainey and other yards was relieved in an appreciable degree and the movement of cars facilitated. All of these things, and the fact that miners and cokers were sticking to their jobs with more industry and regularity helped to create a cheerful feeling and, that improved the morale of the rank and file and the management forces on their toes. The result was a gain of 10,730 tons by the furnace and 1,273 tons by the merchant ovens, or a total gain of 12,003 tons, pushing the week's tonnage up to 212,160 tons and securing one of the week's high records since last April. Prices have stiffened up 50 cents to \$17.50 for spot coke, without evidences of early softening. Spot offerings have not increased with larger output, more coke being sent out on contracts.

Helpful Factors Stimulate Both
Furnace and Merchant
Operations.

AUGMENTED CAR SUPPLY

Removal of Transportation Obstacles,
Closer Application of Workers and
a Cheerful Feeling the Contributing
Causes; A Good Week Is Expected.

Under the stimulus of several helpful factors furnace and merchant operations joined last week to bring coke production up and over the 200,000 tons mark, as if seeking to make amends for the recession which took place during the week preceding. A total gain of 12,003 tons, fairly divided between the interests in the proportions of 10,730 tons by furnace and 1,273 tons by the merchant ovens, pushed the tonnage up to 212,160, or one of the four high weekly records since the switchmen's strike in April. Compared with a year ago, when the industry was suffering from the effects of the third week of the steel strike, last week's production showed an increase of almost 40 per cent.

A largely augmented car supply during the latter half of the week, and somewhat greater industry and application on part of the working forces of the mines and oven yards, together with an intangible but plainly manifest and altogether cheerful feeling that things generally were going better, contributed to the larger production at both furnace and merchant ovens plants. Better running time was the rule rather than the exception and that always helps to preserve the morale of the workers as well as to encourage and "finger up" the superintending staffs.

A number of obstacles to coke region transportation were removed during the week, including the lifting of an embargo laid by the Western Maryland railroad on loaded cars from points on the Pittsburgh & Lake Erie Exchange of empties for loads between the Pennsylvania and the Monongahela railroad at West Brownsville was in smooth working order vastly to the benefit of the latter in serving the plants on its lines. Progress in reducing load accumulations in the Youngwood, Rainey, West Brownsville and Fitchburg yards showed that still further additions on loaded cars from the ports of the Pennsylvania railroad is about all that system needs to prevent undue congestion at important points of traffic convergence and distribution.

Thus far all indications point to the present being a satisfactory week, considered from the producers' point of view. Car placements have been above the recent average in percentages and regularity of distribution. Employees are sticking to their jobs, some of them beginning to realize that very shortly there is going to be bidding for places instead of bidding for men. Prices have moved up from the range of a week ago and present no evidences of a softening tendency. Although more coke is being produced the offerings have not perceptibly increased in volume, larger shipments on contracts having served to keep the surplus within the limits of the spot market's absorptive capacity.

The estimated production of coke during the week ended Saturday, October 9, was 212,160 tons, credited to the two districts as follows: Connellsville, 116,040, a gain of 14,670 tons; Lower Connellsville, 96,120, a gain of 7,330 tons, or a total gain of 21,900 tons as compared with a loss of 12,600 tons during the preceding week.

By interests the production was, Furnace, 120,410, an increase of 10,730 tons; merchant, 91,750, an increase of 1,273 tons, as compared with a decrease of 15,550 and a gain of 8,003 tons respectively during the week ended October 2.

The number of active ovens was increased by 120, 67 at furnace and 53 at merchant plants. At the large Erie-Martin plant of the Republic Iron & Steel company 50 ovens were placed in blast. Other increases were 11 at Potland, 30 at Thompson No. 3; scateharland, 33. A total of 31 were blown out of blast No. 3, Lehigh No. 3, Crystal and Griffin No. 1.

O. L. EATON PROMOTED

Will Have Charge of Traffic Direction
of Two Roads.

O. L. Eaton, formerly superintendent of the Connellsville division of the Baltimore & Ohio railroad, has been appointed joint traffic director of the Baltimore & Ohio and Western Maryland railroads for the West Virginia district, with Smithfield as headquarters.

Possible of Water Power.
A saving of 30,000 tons of coal annually, representing \$1,000,000 in value and also of more than 5,000 miners, and release of vast tracts of land were to be secured by the possibility in the power of eastern industries to start an electric plant, was claimed in an address by the Water Power League at Washington.

DECLINE OF 22,000 TONS IN BEEHIVE COKE WEEK OF OCT. 2

Centered in the Connellsville Region;
Cumulative Production Shows
Gain of 1,273,000 Tons.

According to the estimates compiled by F. G. Tryon of the United States Geological Survey, the output of the beehive decreased 22,000 tons during the week ended October 2. Preliminary estimates place the total production for the week at 350,000 tons as against 402,000 during the preceding week. The decrease centered in the Connellsville region, where according to The Courier, the production declined from 222,840 to 190,840 tons. In comparison with the corresponding week of 1919, however, the present output shows a marked increase, for beginning September 22, last year, the demand for coke was curtailed by the steel strike.

The cumulative production of beehive coke from January 1, 1920, to date, has amounted to 16,975,000 tons, an increase of 1,273,000 tons over 1919.

COKE PRODUCTION

In Connellsville and Lower Connellsville Districts Compared With 1919.

The estimated production of coke in tons in the Connellsville and Lower Connellsville districts, by weeks, with the total compared with the corresponding week of 1919, is shown in the following:

Week.	Merch.	Furn.	Total.	1919.
Jan. 1-5	49,080	69,788	118,868	165,324
Jan. 6-10	56,516	141,871	298,387	271,366
Jan. 11-15	84,972	146,520	231,492	292,282
Jan. 16-20	74,358	146,742	221,100	277,254
Jan. 21-25	97,320	144,615	241,935	282,644
Feb. 1-5	97,100	142,844	239,944	285,766
Feb. 6-10	97,450	145,000	242,450	289,204
Feb. 11-15	97,370	137,787	235,157	283,631
Feb. 16-20	94,270	143,765	238,035	294,872
Feb. 21-25	96,530	139,756	236,286	292,926
Mar. 1-5	101,450	140,000	241,450	295,700
Mar. 6-10	101,250	141,980	243,230	287,690
Mar. 11-15	102,740	161,812	264,552	285,600
Mar. 16-20	109,202	157,075	266,277	272,300
Mar. 21-25	101,610	150,817	252,427	269,415
Apr. 1-5	48,230	75,700	123,930	148,825
Apr. 6-10	69,170	95,645	164,815	153,200
Apr. 11-15	98,110	115,825	213,935	180,500
May 1-5	66,370	113,620	180,000	160,480
May 6-10	66,990	97,805	164,795	83,384
May 11-15	99,880	128,570	228,450	108,073
May 16-20	83,530	122,200	205,730	111,223
May 21-25	86,570	126,024	212,594	107,466
June 1-5	66,620	116,600	183,220	127,095
June 6-10	66,120	122,020	188,140	131,200
June 11-15	67,180	118,485	185,665	128,623
June 16-20	66,940	111,316	178,256	130,790
June 21-25	64,970	98,323	163,293	104,823
July 1-5	76,880	111,712	188,592	164,220
July 6-10	75,350	106,745	182,095	161,045
July 11-15	74,330	95,920	170,250	165,100
Aug. 1-5	82,380	111,590	193,970	122,110
Aug. 6-10	81,310	103,030	184,340	125,132
Aug. 11-15	87,410	121,800	209,210	129,410
Aug. 16-20	81,360	126,710	208,070	121,190
Aug. 21-25	81,720	124,770	206,490	120,712
Sept. 1-5	84,840	120,200	205,040	120,931
Sept. 6-10	79,690	121,330	201,020	120,841
Sept. 11-15	74,600	121,210	195,810	119,120
Oct. 1-5	80,760	109,680	190,440	127,600
Oct. 6-10	91,750	120,410	212,160	122,700

1920 to date compared with 1919.
1919 3,748,234
1920 7,062,218
Gain over 1919 3,313,984

Want Lower Shipping Rates.
Application for permission to cut rates on coke shipments to eastern points via Erie Junction and Coal & Lake Erie instead of via West

have been made to Shipping Board by the smaller operators.

(Continued on Page Two.)

CARS ARE PLACED FOR MOTOR MINE COAL OPERATORS

All Roads But Baltimore & Ohio Obey Ruling of Commerce Commission.

SOME CAUGHT UNAWARES

Resumption of Service by Pennsylvania Is on Orders Placed Weeks Ago and Without Notice and Many Fail to Load Within 24-hour Time Period.

With the exception of the Baltimore & Ohio, the railroads in the Connellsville region have begun the placement of open-top cars for motor mine and wagon mine operators, pursuant to the order of the Interstate Commerce Commission, dated the Pennsylvania Public Service Commission, the latter yesterday assuming an order bearing on intrastate distribution of equipment in conformity with the order of September 15 of the national commission.

The Baltimore & Ohio, it is said, has interpreted the order of the commission to mean that the so-called wagon and motor mine operators are not to have cars during the shortage. Representations have been made to the company by the Tri-County Motor Mines Association, setting forth that other companies have begun the placement of cars, and in event of an unfavorable reply complaint will be filed in Washington against the Baltimore & Ohio.

"We have no instructions to place open-top cars," it was said at the local B & O offices.

All doubt as to the meaning of the order of the Interstate Commerce Commission of September 15, over which there was some dispute, is removed by the receipt of the following message by Secretary Titus of the Tri-County organization in answer to a telegram to the commission concerning the refusal of the Baltimore & Ohio to permit the loading of open-top cars placed on a public siding at Point Marion.

Refusal to supply open-top cars for open-top loading is only temporary measure. Commission has now issued an order granting use of open-top equipment to wagon mines for loading within 24 hours.

Placement of cars by the Pennsylvania this week caught many local wagon mine and motor mine operators unawares and a number of them were unable to meet the 24-hour loading condition, it is said. This called forth vigorous protests when they learned they were to be out for failure to load within the specified time. The last cars previously placed were on July 12 and the continued inactivity had resulted in many mines closing down the employees drifting to other places. Placement of cars was made without notice on orders for cars that had been on the books of the company and consequently the operators found it impossible in some cases to even begin loading. Whether this means of disposing of them will be countenanced by the Interstate Commerce Commission is something they would like to know. Further action on the part of the Tri-County organization is said to be likely to follow should the company decline to provide service for failure to load cars that had been placed.

There are said to be 25 non-loading cars in Connellsville and the immediate vicinity. A considerable number were prepared to meet the 24-hour condition but many were not.

SHARP FALLING OFF IN PRODUCTION OF BITUMINOUS COAL

Weekly Production is Still Below the 12,000,000 Tons Mark Set for 1919.

The production of bituminous coal fell off sharply during the week ended October 3, says the United States Geological Survey. The total output, including lignite and coalbeds, is estimated at 11,244,000 net tons, a decrease when compared with the production of 12,000,000 tons, or 4.2 per cent, for the first time since the beginning of last August. The rate of 1920 production has fallen below the 1919 line.

The cause of the decrease is not yet clear. Up to Thursday, September 24, loadings were proceeding at a rate in excess of the preceding week, but on Friday and Saturday they declined sharply. Analysis of the reports shows that the decrease centered in the fields north of the Ohio and Potomac rivers.

Production during the first 234 working days of the last four years has been as follows in net tons:

1917	11,741,000
1918	11,254,000
1919	12,794,000
1920	11,244,000

The year 1920 is thus about 12,000,000 tons behind 1917 and about 45,250,000 tons behind 1918, but is 51,332,000 tons ahead of 1919.

W. W. HAINES MOVING

Will Be Chief Dispatcher in New Office at Smithfield.

W. W. Haines, of Cedar Avenue, is moving this week to Smithfield where he will be chief dispatcher in the new office of the Fairmont branch of the Baltimore & Ohio railroad.

W. R. Clasper, E. F. Dougherty and E. C. Cockerly all of this city will be transferred to the Smithfield office.

In Adjust Inequalities.

WINGTON, Oct. 12.—President today notified representatives of the three mine owners he would request a joint meeting of operators and miners to be held in Scranton October 18 for the purpose of adjusting inequalities in the recent wage award.

CONNELLSVILLE COKE REGION'S RECORD IN WAR

Continued from Page One.

2.—The removal of restrictions prohibiting placing of B & O cars for Monongahela railway.

3.—The delivery by the Monongahela railway of B & O cars to the B & O at Fairmont for western shipment.

4.—The removal of restrictions on shipment of P & L E cars east over Western Maryland railway.

5.—The routing of cars regardless of origin or ownership over any available route to destination.

"Finally, this committee believes the exchange of coke in the interest of traffic relief to be entirely practical. While in some instances the difference in phosphorus and sulphur content might affect a given furnace adversely such cases can be taken up individually. When the whole welfare of all the people is considered we believe that a patriotic desire on the part of all operators, carriers and consumers will work out a practical solution of at least some of the difficulties along the lines suggested."

Recommendations embodied in that report when put into effect were immediately productive of results which fully confirmed the views of the committee formulating them. Railroad congestion was lessened appreciably and hearty cooperation on the part of operators affected as well as the consuming interests did much to enable the Connellsville coke industry to round out its wonderful record. The smooth-working delivery machinery was especially effective during the production campaign when all efforts were concentrated to secure the maximum tonnage from every plant in the region.

(To be continued)

COAL PRIORITY ZONE EXTENDED INTO THE WEST

Effective Next Friday Over 2,000 Cars Daily to Be Diverted.

PRODUCTION INCREASES

Despite 21,000,000 Tons in Excess of Last Year to September 1 Supply is Not Nearly Adequate to the Demand; Special Rule for Utilities.

WASHINGTON, Oct. 9.—Action to satisfy demands for domestic coal in various states was taken last night by the Interstate Commerce Commission in an order requiring railroads east of Montana, Wyoming, Colorado and New Mexico to furnish coal cars to mines in preference to any other use.

Former orders of this character applied only east of the Mississippi river. The present order the commission said would run until further notice, but be relaxed as the situation warranted.

The commission also ordered all outstanding permits for use of coal cars for other freight cancelled, but announced that arrangements to continue the movement of certain essentials, such as sugar beets, to factories, would be made.

Working in conjunction with coal operators and railroads, a program has been formulated, the commission said, which is expected to substantially meet domestic coal needs. It is planned to transport approximately 21,000 cars daily for this purpose in Indiana, Ohio, Michigan, Eastern Kentucky, Western Tennessee, Western Pennsylvania and West Virginia. Attention is also being given to needs of domestic consumers in other states, the commission added.

As public utilities and institutions have accumulated some stocks of coal under the commission's priority order that order has been superseded by a new regulation, which the commission announced, will care for special cases of real emergency. After October 14 preferential car supply for public institutions will be afforded only upon approval of the commission.

Despite an increase in coal production which up to September 25 exceeded that of last year by 51,000,000 tons, the commission said, "there has not been a sufficient production of the sizes of coal for domestic purposes to satisfy the public demand."

Advertisement in The Weekly Courier.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 9 1920.

Ovens	In Works	Name of Operators	Address
APPROXIMATE OVEN			
182	182	Beatty	Mt. Pleasant Coke Co. Greensburg
20	20	Brush Run	Brush Run Coke Company Mt. Pleasant
180	180	Clare	Clare Coke Co. Greensburg
30	30	Ellen No. 1	Whysel Coke Co. Uniontown
100	100	Ellen Grove	W. J. Rainey Coke Co. New York
10	10	Fort Hill	W. J. Rainey Coke Co. New York
10	10	Franklin	Summit-Civilis Coke Co. Connellsville
101	21	Gilmore	Gilmore Coke Co. Uniontown
80	80	Graceland	Corrad-Schenck Coke Co. Connellsville
145	145	Helen	Samuel L. Lohr. Youngwood
145	145	Humphreys	Humphreys Coal & Coke Co. Greensburg
16	16	Morgan	Corrad-Schenck Coke Co. Connellsville
15	15	Mr. Bradlock	W. J. Rainey. New York
210	210	Mt. Pleasant	Mt. Pleasant Coke Co. Greensburg
12	12	Myers	Brownfield Coal & Coke Co. Uniontown
18	18	Nellie	Nellie Coke Co. Connellsville
128	128	Oliver No. 1	Oliver & Snyder Steel Co. Pittsburg
480	480	Oliver No. 2	Oliver & Snyder Steel Co. Pittsburg
200	200	Oliver No. 3	Oliver & Snyder Steel Co. Pittsburg
90	90	Paul	W. J. Rainey. New York
400	400	Revere	Whysel Coke Co. Uniontown
40	40	Thomas	West Penn Coke Co. Pittsburg
5	5	West Penn	West Penn Coke Co. Pittsburg
FURNACE OVENS			
257	257	Adelaide	H. C. Frick Coke Co. Pittsburg
250	250	Alverton	H. C. Frick Coke Co. Pittsburg
127	127	Beggs	H. C. Frick Coke Co. Pittsburg
250	250	Biner	H. C. Frick Coke Co. Pittsburg
200	200	Binkerton	H. C. Frick Coke Co. Pittsburg
200	200	Buckeye	H. C. Frick Coke Co. Pittsburg
250	250	Calumet	H. C. Frick Coke Co. Pittsburg
250	250	Central	H. C. Frick Coke Co. Pittsburg
400	400	Collier	H. C. Frick Coke Co. Pittsburg
400	400	Continental 1	H. C. Frick Coke Co. Pittsburg
250	250	Continental 2	H. C. Frick Coke Co. Pittsburg
200	200	Continental 3	H. C. Frick Coke Co. Pittsburg
120	120	Crossland	H. C. Frick Coke Co. Pittsburg
225	225	Davidson	H. C. Frick Coke Co. Pittsburg
220	220	Dorothy	H. C. Frick Coke Co. Pittsburg
250	250	Dunbar	Amer. Mangness Mfg. Co. Dunbar
222	222	Hecla No. 1	H. C. Frick Coke Co. Pittsburg
200	200	Hecla No. 2	H. C. Frick Coke Co. Pittsburg
200	200	Hecla No. 3	H. C. Frick Coke Co. Pittsburg
250	250	Hoschett	Hoschett Coke Co. Pittsburg
249	249	Junata	H. C. Frick Coke Co. Pittsburg
200	200	Kyle	H. C. Frick Coke Co. Pittsburg
490	490	Leisenring 1	H. C. Frick Coke Co. Pittsburg
420	420	Leisenring 2	H. C. Frick Coke Co. Pittsburg
602	602	Leisenring 3	H. C. Frick Coke Co. Pittsburg
304	304	Letts	H. C. Frick Coke Co. Pittsburg
257	257	Lemont No. 1	H. C. Frick Coke Co. Pittsburg
250	250	Lemont No. 2	H. C. Frick Coke Co. Pittsburg
250	250	Mammoth	H. C. Frick Coke Co. Pittsburg
250	250	Marguerite	H. C. Frick Coke Co. Pittsburg
115	115	Mutual	H. C. Frick Coke Co. Pittsburg
244	244	Oilphant	H. C. Frick Coke Co. Pittsburg
400	400	Phillips	H. C. Frick Coke Co. Pittsburg
443	443	Refectory	H. C. Frick Coke Co. Pittsburg
442	442	Shick	H. C. Frick Coke Co. Pittsburg
475	475	Southwest 1	H. C. Frick Coke Co. Pittsburg
100	100	Southwest 2	H. C. Frick Coke Co. Pittsburg
204	204	Southwest 3	H. C. Frick Coke Co. Pittsburg
911	911	Standard 1	H. C. Frick Coke Co. Pittsburg
60	60	Stewart	Stewart Iron Co. Uniontown
44	44	Trotter	H. C. Frick Coke Co. Pittsburg
200	200	United	H. C. Frick Coke Co. Pittsburg
252	252	Whitney	Summit-Civilis Coke Co. Pittsburg
200	200	Wynn	H. C. Frick Coke Co. Pittsburg
400	400	Yonkers	H. C. Frick Coke Co. Pittsburg
245	245	Youngtown	H. C. Frick Coke Co. Pittsburg

16,470 10,335

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JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000.

DAVIDSON	MOYER	KINGSTON
VOLOANO	ENAMEL	ENAMEL
LAXTON	WILLIAM	COLUMBIA

CONNELLSVILLE, PA.

Advertisement in The Weekly Courier.

FAYETTE GAS IS TO DRILL SECOND WELL IN YOUNGWOOD FIELD

That Recently Sunk Said to Be Flowing at Rate of Five to Six Million Feet Daily.

Having drilled in one good well, in the Youngwood-Arona field, the Fayette County Gas company is preparing to sink another in the same territory, though somewhat removed from the first hole. It is now being assembled and it is understood operations will be started shortly. General Superintendent J. E. Angle is personally supervising the work and is also on the scene practically all the time.

The well drilled in a few weeks ago is said to have a flow of between 5,000,000 and 6,000,000 cubic feet every 24 hours. A well of this magnitude will go far toward filling the territory served by the company over the winter period, it is said.

Only a limited amount of wells will be drilled, it is understood, the aim being to conserve the supply. There will be no repetition of the McKeesport error in the Youngwood-Arona field. Most of the gas-bearing land is under lease in large acreages by concerns which will see that it is not overdeveloped.

Bair & Lane

Greensburg Pittsburg

The "average" Compensation Insurance rate means little to an individual mine owner. It is quite a matter to an Insurance Company, Association or Fund.

The "Average" rate this year is much lower than for the last four years. Benefits higher too by at least 20%.

Eureka Fire Brick Works

First National Bank Building, Pittsburg, Pa. Bell Phone—Chamber 284.

Manufacturers of High Grade clay refractories for Heating, Fudding and Regenerator Furnaces, Boilers, Settings, and Arches, Stacks, Flues, Glass Houses, By-Product, Rectangular and Bee-Hive Coke Ovens.

DIFFICULT SHAPES OUR SPECIALTY.

Works Office, Mt. Bradlock, Pa. Bell Phone—43, Dunbar, Pa.

Both B. & O. and P. & E. R. R. Connections.

Advertisement in The Weekly Courier.

WALTER T. BRADLEY QUARRY PRODUCTS

High Calcite Stone for Open Hearth Use. Dolomite Stone for Blast Furnace Use. Reasonably Prompt Shipments Can Be Made Regular Tonnage Solicited

Have Your Job Printing Done at The Courier Office.

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building

Uniontown, Pa.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars.

Youghiogheny Coal	Connellsville Coke
Steam Gas Coking	Furnace and Foundry
	Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections

N. P. Hyndman, Sales Agent, 511 Wood Street, Pittsburg, Pa.

HERBERT Du PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Hurst Lime Analyze.

92.25 Calcium Oxide
70 Magnesium Oxide
45 Iron & Alumina
95 Silica
5.75 Ignition Loss

WALTER T. BRADLEY QUARRY PRODUCTS

High Calcite Stone for Open Hearth Use. Dolomite Stone for Blast Furnace Use. Reasonably Prompt Shipments Can Be Made Regular Tonnage Solicited

Have Your Job Printing Done at The Courier Office.

SOMERSET COAL ASSESSMENT IS LOWEST IN STATE

Range From \$30 Down to \$8, Commissioners' Statement Says.

FAYETTE IS \$50 TO \$850

Result of Low Valuation in Somerset County Is to Increase the Tax Millage; Valuation Total Is \$20,000,000; It Should Be \$100,000,000.

SOMERSET, Oct. 13.—Not any county in the state has as low an assessment on coal lands as Somerset, according to members of the board of county commissioners, who have returned from the state convention of commissioners at Wilkes-Barre and to whom was assigned the discussion of "Assessment of Coal Lands." They issued the following statement:

"The Somerset county commissioners requested 10-minute discussions by Westmoreland, Fayette, Clearfield and Indiana counties and assigned the opening to their Solicitor John S. Miller. The discussion that followed the opening of the subject demonstrated that assessments in most of the counties of Pennsylvania are much lower than the actual value not only where coal lands are involved but also where city property, forests and farm lands are their only real estate. Westmoreland county coal lands are assessed at from \$100 to \$800 per acre; Fayette county coal lands are assessed at \$50 to \$850 an acre. Cameron county's are assessed at from \$100 to \$500 an acre, while Somerset county has no lands assessed at more than \$30 per acre and much of it as low as \$8 per acre. It was not learned that any county in the state has as low an assessment as Somerset.

"In the hard coal region, as a matter of course, values differ very much. To illustrate, Luzerne county's total real estate valuation for taxation is \$342,000,000 and they have five and one-half mills rate and with the personal property tax they have more than \$2,000,000 in county taxes each year to spend for public road building and other county purposes, while Somerset county's real estate valuation for taxation is \$20,000,000 and their total expenditure for public roads, bridges, maintenance of the poor and of the insane hospital, cost of elections, courts, etc., are only about \$200,000 per year, yet the millage levy in Somerset county is higher than in Luzerne and in most of our adjoining counties.

"Somerset county's real estate valuation is approximately \$20,000,000 and the rate of taxation is 10 mills. If the valuation were more nearly as the law provides the rate of millage could be reduced to five mills and even less. The necessary expenses are about \$200,000, the valuation being only \$20,000,000, the rate must be 10 mills. If the valuation were as the law requires the probable assessed valuation would be at least \$100,000,000. This would allow eight mills reduction, or the same amount could be raised by the millage levy of two mills or, should the valuation be only doubled, the rate of millage would be five mills.

"If the people of Somerset county desire equalization of taxation and funds with which to build roads and promote public schools, they should become interested in the fact that the assessments are made uniformly and in accordance with the law, and it will follow that the commissioners can, and will reduce the rate of millage very decidedly."

STATE TO MAINTAIN CRIPPLED COLORED BOY IN LOCAL HIGH SCHOOL

Arrangement for Education of Little Randolph Made by Labor-Industry Department.

Hurt in an accident at the Sligo mills last March, in which he suffered the loss of his right leg, little Randolph, colored, 13 years old, will enter the Conneltsville high school and receive a weekly maintenance from the bureau of labor and industry of the department of labor and industry of the state.

Arrangements for his entry were made last week. He will be a freshman. Randolph completed the eighth grade in the Dunbar township schools before moving to this city. His father is dead.

The bureau of rehabilitation is paying the expense of the school. The weekly maintenance payments begin as soon as he enters school. The case is the first of the kind that ever came before the Conneltsville school authorities.

INDIANA MEN DRAW \$35,000 SALARIES AS MINE MANAGERS

CANNELTON, Ind., Oct. 13.—Many operating accounts of coal companies are padded for the purpose of avoiding the federal income tax, said Governor Goodrich of Indiana in an address to a good roads meeting here today in discussing orders of the special coal and food commission which recently fixed coal prices in Indiana. He said that if the mine operators continued their refusal to furnish coal upon the order of the commission "all facts in possession of the commission will be given to the public."

The governor said that men in Indiana before the war were compensated at \$35,000 and more for managing mines.

A Sure Cure for your Warts is the use of our "Wart Remover." Try it.

LOCAL MEN SELL BIG COAL ACREAGE ALONG INDIAN CREEK

Johnstown Men Take Over 462 Acres from Paul T. McDonald and Joseph Kennedy.

Through a deal recently closed 462 acres of coal in the Indian Creek valley were sold by Paul T. McDonald of this city and Joseph Kennedy of Indian Head to the Nebo Coal company, an organization composed principally of Johnstown capital. J. H. Abrams, president of the company, was formerly connected with the Quenahoning Coal company.

The coal is located at Nebo station, close to Champion. The new company has already started the erection of a tipples and will develop the new field immediately.

Mr. McDonald reserved a few acres in order to have a camping ground in the summer months.

STATE TREASURER KEPHART IN DEAL FOR BIG COAL AREA

He and G. Corrado Purchase Holdings of Laurel Company Near Confluence.

THE CAPITAL IS \$200,000

Plant at Shipley, on Western Maryland Railroad, to be Developed to Capacity of 1,000 Tons Daily; New Homes for Miners, Also a School.

Through a deal closed Saturday, State Treasurer H. M. Kephart and Gaetano Corrado of Conneltsville became owners of the holdings of the Laurel Coal Mining company, the plant of which is located at Shipley station, a mile west of Confluence along the Western Maryland railroad. The company, which is capitalized at \$200,000, was made up principally of Philadelphia men, who figure in the purchase of an electrically equipped mine and approximately 780 acres of Prime C vein of coal, which is about four feet in thickness. Development of the mine is to be pushed as rapidly as possible with a view to early increase of the production to a thousand tons daily. The location is considered an ideal one for a mine and the promised development will insure permanent employment to a large number of men. Running at capacity 75 to 100 men will be on the payroll of the company. Announcement is made that the new owners will continue to pay the standard scale of wages.

A number of modern houses for miners will be erected, it is stated. There are several now occupied. For the convenience of the mining village that is springing up a public school is being erected.

John P. Kephart, son of the state treasurer, will become president of the company and Mr. Corrado treasurer. H. M. Kephart will be on the board of directors. Mr. Corrado is interested in a dozen or more coal enterprises in the Conneltsville region.

P. R. R. SERVICE TO MT. PLEASANT TO BE RESUMED

Is Impression Gathered from Activity in That Vicinity; Spurred on by West Penn. Belief.

MOUNT PLEASANT, Oct. 12.—The stable of the Carpenterstown plant of the Mount Pleasant-Conneltsville Coke company has been razed and a new one is being built. While nothing definite can be learned, it is stated that the stable stood on the right of way of the Pennsylvania Railroad company, surveyed years ago with the intention of routing the branch by way of Mount Pleasant instead of going through Altoona and Tarr.

Work is being completed on a concrete bridge over the run at the Standard mines of the H. C. Frick Coke company by the Pennsylvania Railroad company, and while the company has not made any statement concerning the work being done it is generally accepted that the road, which was to be a branch from Scottsdale to Mount Pleasant, is to be completed by way of Standard. Some rumors have it that it will run to the scales at Youngwood, while others state it will possibly connect at Latrobe.

That the road will be used for the transportation of all freight there is no doubt as it will eliminate the heavy haul over the hill around Tarr. Nor is there any question about it being a more direct route to the main line.

The question uppermost in the minds of local people now is whether passenger service will be established. Mount Pleasant had a passenger service years ago, which connected with trains on the Southwest branch at Scottsdale. With the coming of the West Penn trolley service this was discontinued, and the mail was hauled to town by trolley from Tarr, Greensburg and Conneltsville.

It is also pointed out that the West Penn has broken its contract with the railroad company by hauling freight. Hence it is possible that the Pennsylvania will again bid for passenger patronage from the townspeople.

Lack of railroad service has been one of the town's biggest handicaps, and people are watching every move for the reclamation of the road started years ago with keen interest.

Sec. Wilson's Wife Dies. ELMIRA, N. Y., Oct. 13.—Mrs. William B. Wilson, wife of the secretary of labor, died at 2 o'clock this morning in Washington, D. C. She was born in Bloomsburg, Pa. and the body is to be taken to that place for burial Sunday.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT
With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 9 1920.

Ovens	In Works	Name of Operators	Address
40	38	Adair	Weston-Fayette Coke Co. Greensburg
233	238	Aillon No. 1	W. J. Rainey New York
200	200	Aillon No. 2	W. J. Rainey New York
143	142	American 1	American Coke Corporation Pittsburgh
240	240	American 2	American Coke Corporation Pittsburgh
49	49	Aniak	The Wilkey & Feather Co. Pittsburgh
42	42	Bellvernon	Bellvernon Coal & Coke Co. Pittsburgh
20	24	Browning	Browning Coke Co. Uniontown
50	48	Brownsville	Brownsville Coke Co. Uniontown
205	180	Century	Century Coke Co. Uniontown
40	40	Champion	Champion Coke Co. Uniontown
267	267	Champion	Champion Gas Coal Co. Uniontown
120	88	Crystal	Hecla Coal & Coke Co. Pittsburgh
230	235	Danbo	Hecla Coal & Coke Co. Pittsburgh
402	402	Donald 1 & 2	Consolidated Cville Coke Co. Uniontown
140	90	Donald No. 3	Consolidated Cville Coke Co. Uniontown
100	90	Eina	Waltersburg Coke Co. Uniontown
32	30	Fairfax	Jas. Byrne & Co. Uniontown
118	90	Garwood	Aetna-Cville Coke Co. Conneltsville
58	30	Genuine	Genuine Cville Coke Co. Uniontown
200	112	Griffin No. 1	Hecla Coal & Coke Co. Pittsburgh
130	141	Griffin No. 2	Hecla Coal & Coke Co. Pittsburgh
210	210	Herbert	Cville Central Coke Co. Uniontown
46	46	Hillside	Westmoreland Gas & Oil Co. Conneltsville
52	52	Hill Top	H. Conneltsville Coke Co. Conneltsville
134	134	Hoyer	James H. Hoyer Conneltsville
38	38	Hope	Hope Coke Co. Uniontown
195	195	Hustead	Hustead-Barnes C & C Co. Uniontown
240	240	Hecla Coal & Coke Co.	Hecla Coal & Coke Co. Uniontown
54	24	Junior	Junior Coal & Coke Co. Uniontown
140	90	Katherine	Union Cville Coke Co. Uniontown
200	100	Lafayette	Atlas Coke Co. Mt. Pleasant
40	40	Franklin	Franklin Coke Co. Uniontown
34	24	Liberty	Old Conneltsville Coke Co. Uniontown
400	300	Lincoln	Lincoln Coal & Coke Co. Uniontown
40	40	Little Gem	The Bixler Coal & Coke Co. Pittsburgh
240	30	Low Plot	Cville Central Coke Co. Uniontown
34	24	Luxerna	Luxerna Coal & Coke Co. Uniontown
64	62	Marion	Southern Cville Coke Co. Uniontown
290	290	Marion	Marion Coal & Coke Co. Uniontown
100	85	Old Home	W. J. Rainey Uniontown
292	292	Puritan 1 & 2	Puritan Coke Co. Uniontown
75	72	Puritan No. 4	Puritan Coke Co. Uniontown
50	50	Puritan No. 5	Puritan Coke Co. Uniontown
101	101	Poland	Poland Coal Co. Uniontown
120	74	Rich Hill	Rich Hill Coal & Coke Co. Uniontown
375	375	Royal	W. J. Rainey New York
46	46	Russell	Russell Coal & Coke Co. Uniontown
10	15	Sackett	H. R. Sackett Coal & C. Co. Uniontown
26	20	Sapper	Reilly-Calloway C & C Co. Uniontown
375	255	Seagrave	Prior Coal & Coke Co. Uniontown
240	210	Shamrock	Payette Coke Co. Uniontown
210	300	Sterling	Consolidated Cville Coke Co. Uniontown
60	60	Sunshine 1	McClintocktown C & C Co. Uniontown
400	240	Thompson	Thompson Cville Coke Co. Uniontown
320	371	Tower Hill 1	Tower Hill Cville Coke Co. Uniontown
334	208	Tower Hill 2	Tower Hill Cville Coke Co. Uniontown
40	40	Virgo	Byrna Coal & Coke Co. Uniontown
300	300	Washington 1	Washington Coal & Coke Co. Uniontown
500	352	Washington 2	Washington Coal & Coke Co. Uniontown
75	75	Wineland	Hanning-Cville Coke Co. Uniontown
90	90	Wineland	Wineland-Olmstead C & C Co. Uniontown
55	38	Yukon	Whyl Coke Co. Uniontown

Ovens	In Works	Name of Operators	Address
30	114	7,359	
400	400	Allora	Pittsburgh Steel Co. Allora, Pa. Co.
100	100	Bridgeport	H. C. Frick Coke Co. Pittsburgh
470	470	Brier Hill	Brier Hill Coke Co. Brier Hill
425	425	Buffington	H. C. Frick Coke Co. Pittsburgh
400	400	Colonial No. 1	H. C. Frick Coke Co. Pittsburgh
156	156	Colonial No. 2	H. C. Frick Coke Co. Pittsburgh
300	300	Colonial No. 4	H. C. Frick Coke Co. Pittsburgh
400	400	Edenboro	H. C. Frick Coke Co. Pittsburgh
500	500	Edenboro	H. C. Frick Coke Co. Pittsburgh
200	200	Fairbank	Struthers Coal & Coke Co. Fairbank
400	400	Footdale	H. C. Frick Coke Co. Pittsburgh
222	202	Genoa	Stokesbury Coal Co. Laetonia, Ohio
200	54	Labelle	Labelle Coke Co. Labelle
400	400	Lambert	H. C. Frick Coke Co. Pittsburgh
515	515	Lambert	H. C. Frick Coke Co. Pittsburgh
244	244	Martin	Republic Iron & Steel Co. Youngstown, O.
80	80	Newcomer	H. C. Frick Coke Co. Pittsburgh
480	480	Orient	American Coke Corporation Uniontown
400	400	Republic	Republic Iron & Steel Co. Youngstown, O.
380	380	Reno	H. C. Frick Coke Co. Pittsburgh
400	400	Thompson 1	Rodstone Coal & Coke Co. Pittsburgh

5,926 2,922

**STATE SERVICE BODY ISSUES NEW OPEN CAR ORDER**

Rule Put Into Effect By Interstate Commerce Commission Approved.

MUST LOAD IN 24 HOURS

Only Coal Operators Who Can Meet This Requirement To Be Provided With Transportation Facilities During Equipment and Fuel Shortages.

HARRISBURG, Oct. 7.—The Public Service Commission today granted the application of the Pennsylvania Railroad company for revocation of its order of 1917 governing the supply of open-top cars to so-called "wagon men."

A new order is at the same time making the rule of the Interstate Commerce Commission of September 19, this year, apply to intrastate as well as interstate coal shipments. The rule to be enforced provides that upon any day when common carrier by railroad is unable to supply any mines on its line with the required number of open-top cars open-top cars shall not be furnished or supplied by it to any other mine which customarily does not load or is incapable to load such open-top cars within 24 hours from and after the time of placement for loading the carrier until all other mines have been supplied with open-top cars.

The operators of mines not having tipples or sidings of their own claim discrimination when the railroad companies refused to provide them with open cars and the original order was made on their claim. The commission now holds that the interest of the public will be best conserved during the car and equipment shortage by getting the coal over the roads as promptly as possible and as to the original ruling the effect being that few if any open-top cars will be Couriers.

SCOTSDALE MAN MOVES UP WITH PIPE COMPANY

F. T. Laws, Resident Manager, Is Promoted to Position of Assistant General Manager.

Special to The Courier. SCOTSDALE, Oct. 9.—The shop foreman of the United States Cast Iron Pipe & Foundry company met in the office of the plant yesterday and presented F. T. Laws, resident manager, who has been promoted to assistant general manager of the company, with a Masonic charm and chain. Mr. Laws has been resident manager for eight years, coming here from Birmingham, Ala. While the main office of this company is at Burlington, N. J., he will have his headquarters in Scottdale for the present.

Mr. Laws is to be succeeded by J. E. Timstman, superintendent of the plant. Mr. Timstman has been with the company for 30 years. Mr. Timstman is succeeded as superintendent by Charles Seitz, head of the mechanical department.

NEW FLORENCE PLANT SOLD

American Steel and Metal Products Takes Over Hughes Foundry.

JOHNSTOWN, Oct. 13.—The American Steel & Products company of this city, recently organized with a capital of \$500,000, has purchased the foundry of J. Y. Hughes & Company at New Florence and has begun operations in its new plant. A two-story structure adjoining the foundry also has been taken over by the concern and will be remodeled and equipped with modern machinery for the manufacture of automobile accessories, steel and aluminum articles.

A large number of local men and women will be employed at the new plant, it is announced.

Have You Coal Land or Sale? If so, advertise it in The Weekly Courier.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

Hairbank and Company

COAL

IRON ORE
PIG IRON
STEEL
COAL
COKE

COKE

General Offices
WADE BUILDING
CLEVELAND, OHIO.

Branch Office
HARAH BUILDING
UNIONTOWN, PA.

C. M. WOLFE, General Sales Agent

Hostetter-Connellsville Coke Co.

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburgh, Penna.

TELEPHONE 609 GRANT

Straub-Atkinson

Producers Coal & Coke Shippers

Company

Furnace, Foundry & Heating Coke
Gas, Steam, By-Product Coal
Union Arcade
Pittsburgh, Pa.

Motor Sand

Yough Sand and Stone Company
DUNBAR, PA.

NON-ACCIDENT CAMPAIGN

Will Be Inaugurated by Baltimore & Ohio October 18.

The Baltimore & Ohio railroad will inaugurate a non-accident campaign over its entire system, from October 18 to November 16. J. T. Broderick, of Baltimore, is in charge of the campaign. All railroad employees, especially trainmen, have been instructed to exercise special care to avoid any money in the near future.

Records will be kept of the division on which the lesser number of mishaps occur. The endeavor is to have no mishaps.

Motor Sand

Yough Sand and Stone Company
DUNBAR, PA.

The Weekly Courier.

THE WEEKLY COURIER, Publishers.
Founders and Editors, 1878-1918.
K. M. SNEYDER, President.
J. A. DRISCOLL, Vice-President.

Managing Editor, Business Manager
JOHN L. DAVIS.
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MANAGING EDITOR, J. L. DAVIS, Connelville, Pa.
BUSINESS MANAGER, James J. Driscoll, Connelville, Pa.
PUBLISHERS, The Courier, Connelville, Pa.
STOCKHOLDERS, holding more than
one per centum of the stock, K. M. Sneyder, James J. Driscoll and R. A. Donagan, all of Connelville, Pa.
JAMES J. DRISCOLL.
SWORN and subscribed before me
this 14th day of October, 1932.
J. A. KURTZ, Notary Public.

THURSDAY MORNING, OCT. 14, '32.

WHAT THE CUMMINS-ESCH ACT REALLY IS.

The coming to the 33rd Congress of the District of Columbia General of Railroads, William A. McAdoo, is heralded as the champion of the railworkers and their ambitions. He makes himself an exponent of the features of the Cummins-Each Act, which President Wilson approved, and under which the railroads of the country are operating, and which has been so persistently and falsely interpreted by the Democrats as a menace to the days of organized labor.

The Democratic speakers and press have charged that the Act is hostile to labor, unjust to unionism, subservient to capital. It is none of these things. It is the truth about the measure.

The fact that it was endorsed by the Republican party platform, and that Senator Harding, the Republican nominee, voted for it, has been reason for the whole Democratic crew, who seek to defend the railroad men by their false statements, maligning members of Congress, including Representative Samuel A. Kendall, as the "traitors" of labor, and "traitors" to the nation.

In all fairness and without prejudice, let us examine this so-called "outrage."

If you are a railway employee, mechanic or worker of any class, suppose that Congress should single out your industry of all others and decree that wages and conditions of labor should no longer be left to the will of the employer, but should be thereafter a matter of public concern, to be guaranteed by federal action and upheld by federal law. Would that seem an "outrage" to labor to you?

Suppose, further, that in your industry a system be established whereby you would be able to better your condition without resorting to costly strikes; that a tribunal should be created giving you equal representation with your employers to hear and determine all disputes, wage demands and grievances; that behind such a tribunal there should be the authority and power of the government of the United States; vigilant to support labor in every just demand, and that if this tribunal ever labor group, however small or feeble, would have equal right with the large and strong to carry its appeal and receive redress. Would this seem to you an "outrage" to labor?

Yet these are the precise things the Cummins-Each Act gives railroad employees—far greater and surer protection than they have ever before enjoyed, or could enjoy even under the most rigid and binding conditions of closed shop.

But this is not all this measure can and will do. By its provisions Congress further guarantees the wage scale of railway employees by drafting a bill of rights to govern the decisions this tribunal shall make. By the protective provisions in this bill of rights, which are based upon considerations of humanity and justice, the wage scales are forever insured against the unfair operation of the law of supply and demand. Could any sane critic indict such a system as anti-labor in its intent or scope? Yet the enemies of the measure try to create such an impression.

Or suppose, still further, that during the period which the railway industry was passing from public back to private hands Congress should provide that wages should not be reduced while the change was being made, no matter what loss was being sustained in operation. Would not such a law, instead of being "hostile to labor," seem almost to err on labor's side?

And yet these broad and unprecedentedly liberal labor provisions of the Cummins-Each Act have been perverted and misinterpreted by men who ought to be better informed before they pass judgment. But the truth is that the measure has been deliberately misinterpreted by its opponents for purely partisan purposes and as a means of creating class antagonisms.

Considered from even the narrowest point of view, it is the fairest in

its labor provisions of any act ever passed by Congress. It is not "anti-union" in a single phrase or syllable. It does not contain an anti-strike clause. That was eliminated by the votes of Republicans in Congress before its final passage. It does not even decree compulsory arbitration, the enforcement of the decisions of the tribunal established by it being left solely to public opinion. It does not take away a single one of the privileges and powers which the organized railway workers now enjoy. But it does add the weight of the whole authority and power of the United States government to the maintenance of those privileges. In what respect can it be construed an "outrage" on labor?

But the Cummins-Each Act is not to be judged solely on its labor clauses, against which the most bitter criticisms have been directed. The railroad problem is not a class problem. It is a problem which concerns the whole public—vital and intimate to the great consuming public of which labor is so large a part. Upon the efficiency or the collapse of our railroad system depends the well-being of every industry and citizen in the nation and the employment of every wage-earner. The railroads are the nerves of our industrial, commercial and national life. When they cease to function the economic life of every citizen is paralyzed.

It was recognition of these stern facts which guided Congress in enacting the Cummins-Each Act. It was a measure inspired by the dire emergency facing the country when the railroads were released from the blight of government control of operation. Without some such means it would have been impossible for the government to have extricated itself from financial dilemma and chaos. The result has been most fortunate. The credit of the railroads has been saved; threatened financial collapse has been prevented and employees have been safeguarded from reductions in wages.

True, the Cummins-Each Act does not promise to turn the railroads over to the workers according to the Plum Plan. It does not provide for government ownership, but it does establish a wise system of governmental supervision. It also preserves the integrity of the employees' organizations, sustains the wage scales, adjudicates the grievances of workers and, by insuring the solvency of the railroads, guarantees the continuance of the workers' employment. For the workers, as a part of the great consuming public, the Act accomplishes the further benefit of a settled and efficient industrial state.

The Act is fair to labor, just to the employers and sound in its economic principles. It may be found in need of revision in some particulars—just as all new laws are—but it is certain to be fruitful of benefit to the public, of which great body the organized railway employees are a part.

In these beliefs the Republican party, Senator Harding and Congressman Kendall have given the Cummins-Each Act their full endorsement, just as every good citizen will do who takes the time to correctly inform himself or herself as to its meaning, intent and provisions, instead of trusting to the misrepresentations and statements of those who, forgetting the fact that it was the signature of President Wilson that made it a law, now seek for partisan purposes to assign the danger involved in the election of any candidate committed to the policies obstinately advocated by President Wilson, have determined that the only safe course to pursue is to support Senator Harding for the presidency. Not all of such Democrats are publicly announcing their intentions, or identifying themselves with the Democratic Harding clubs which are recruiting a large membership in various parts of the country, but there are men who have formerly been prominent in the councils of the Democratic party are openly declaring their intentions of voting for the Republican candidate.

Among Democrats, thus declaring for Senator Harding, none are more widely known than Major Benedict Crowell, a warm admirer of President Wilson during the early months of the war, and for a long time a responsible official of the Administration, often serving as acting secretary of war during Secretary Baker's absence in Europe and elsewhere. He has not only strongly declared himself for Harding and Coolidge, but also for the election of a Republican Congress. In a statement announcing his intentions Major Crowell has thus clearly set forth his reasons for change of party allegiance.

The Democratic party has no monopoly on the league. Indeed, the present Democratic Administration has failed to get this country into the League of Nations in spite of the fact that 75 per cent of the Senate were in favor of it. Nor does the opposition to the league lie wholly within the Republican party, many prominent Democrats having consistently opposed it. It is serious to think that Governor Cox is making many promises regarding the league which he may not be able to fulfill. Senator Harding is wholly committed on the subject. Would it be fair to say that he is making promises which he is unable to keep? It is impossible for any man to disown the influence of the United States in a world concert dedicated to the maintenance of peace and order. A decision made today might be obsolete tomorrow.

It has every confidence in Senator Harding's judgment and believes he will do the right thing when the proper time comes. Therefore favor the election of Harding and Coolidge and a Republican Congress. With an Adminis-

tration and a Congress of the same political faith earnestly working together, I am confident this problem will be settled right.

An efficient Administration, in my opinion, is the great issue in the election. Senator Harding's election will, believe, insure more efficiency in the government than the election of Governor Cox, who has been compelled to accept the reluctant support of certain members of the present Administration for the sake of the election. I want to see the government of the United States really administered, and the only way to accomplish this is to elect a man who is completely over the head of the federal machinery.

When a person who has been in such close touch with the Democratic Administration, and himself a Democrat, points out so definitely the need for change, the average voter has well informed can with entire safety take counsel from such a source. The drift of opinion everywhere indicates that this will be done with such unanimity that the defeat administered on November 2 to Wilsonism and Coxism and those who aspire to perpetuate Democratic control of Congress, will be overwhelming.

PROTESTING NON-PARTISANSHIP TOO MUCH.

There is no disposition upon the part of any one to question the sincerity of the persons comprising the League of Women Voters in their efforts to instruct the women of the country in the art of voting, but in connection therewith, which justly criticism of the methods employed.

Presumed and widely proclaimed to be absolutely non-partisan in plan and purpose the activities of the league in Fayette do not precisely square with this claim. The officers of the league and the speakers touring the county under its auspices are all of Democratic affiliations, at least no women of the opposite political faith have been in any place of prominence in the deliberations or campaigning of the organization.

The meetings in the several sections of the county have not aroused any marked degree of enthusiasm among the women voters, but have been distinctly disappointing in many places, Connelville included. The speakers charged with the duty of explaining how to vote have apparently been most concerned in making how a ticket can be split to include the vote for one or more candidates of the opposite party, employing in such cases the names of Democratic candidates as the beneficiaries of the "split."

At the same time care is taken to expound the virtues of the Wilsonian League of Nations covenant and to explain that although the league issue will not appear on the ballot it can be voted for by supporting certain candidates.

Similarly with prohibition. Notwithstanding Mrs. A. C. Hagan, president of the county league, has declared this to be a "dead issue," she has not neglected to point out the necessity of casting votes for candidates whom she terms "prohibition Democrats."

Mrs. O. S. Mullin, city chairman of the league, at a recent meeting in Uniontown was even more pointed in her "suggestions" in this respect. Having been assigned to the duty of interviewing Mr. Sterling and Mr. Kendall, to ascertain their attitude upon the continuance of the 18th Amendment, which she declares is "the most important thing we will insist upon," she does not wait until both candidates have had the opportunity to answer to her question.

Then report at the same time what both have said, but taking the first opportunity offered she announces that she "put Mr. Sterling to the test, and that his answer made a distinct impression" upon her.

Without quoting specifically what Mr. Sterling said, Mrs. Mullin subjects herself to the imputation of the partisanship she has denied when adding that she was "proud to say Mr. Sterling was marked down as a 'yes' on the important matter." Although expressing a willingness to present Mr. Kendall's attitude on this question as soon as it is possible to be placed in a position of interviewing him, a sense of fairness to the candidates, and a desire to show that the purpose of the league are entirely non-partisan, as asserted, would have suggested the propriety of placing the results of her inquiry of opposing candidates before making such a statement, and without prejudice in cordially of recommendations, point of timeliness or otherwise.

An earlier meeting in Brownsville the Telegraph describes as "an overdose of Democratic propaganda, subtly administered under the guise of non-partisan advice to the women voters of the Brownsville district, which created a feeling of nausea and severe disapproval." It is not necessary to repeat the words of the Telegraph, but it is worth noting that the same speaker "devoted the greater part of her time to missionary work in behalf of the League of Nations, as it is," not as reservations should be made to safeguard America.

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Abe Martin



We wonder if the office 'll seek the woman, or if she'll refuse to wait?

After we try 't cross the street 'n try 't telephone 't whole day 'n act 't. Imagine a woman in politics refusin' 't make a statement.

Jeff Pusay has completed a course in animal industry 'n will go int 't white mule business.

Candidate Ike Lark started out on a little campaign swing round 't circle today, with six-cent cigars in one pocket 'n a cigarette in the other.

Want for speculation—four, 'tatoes sugar 'n eggs.

We hope 't hain't goin' 't take 't American people as long 't find out that 't boy can't be dragged out of 't country by Article 10 as 't took 'em 't gill out the fact that 't consumer pays 't tax.

Who remembers when a two faced girl was 't exception?

'Tm mighty glad 't got across 't street before 't price of 't pork came down' and Grandma Pash, 't day.

'Tt hardest thing 't pay for something like you don't feel 't.

BAREFOOT METHODS IN THE NATIONAL CAMPAIGN.

The farther they go in their desperate efforts to create the impression that there is a break between Senator Harding and Senators Johnson and Borah on Republican campaign issues, the worse the Democrats are faring.

Daily news making the unceasing activity of the two distinguished western statesmen in behalf of the ticket, give credence to the lie the Democrats are striving to spread.

Senator Johnson in California and Senator Borah in New England are delivering broadsides that are sweeping the enemies of truth off their feet and at the same time proclaiming their loyalty to the head of the Republican ticket in terms that even the Democrats cannot misunderstand.

Instantly, a speech in Connecticut the other day Senator Borah said:

"There can be no question of whom I am supporting for president. Cox favors going into the league, while Harding has declared in favor of staying out."

In comparison with this complete accord between these leaders and the head of the Republican ticket the divergence of views and actions between President Wilson and Governor Cox on the paramount issue of the Democratic campaign points more clearly to a break in the ranks of the Democrats than in the ranks of the Republicans.

With President Wilson retreating, in his second appeal to my countrymen, his demand for acceptance of his unexpurgated edition of the league covenant, and Governor Cox declaring on the stump that he is willing to accept any old kind of reservations if it will help him to win, there is so wide a difference that the few weeks between now and election will not suffice to bring about a close of the Democratic breach, no matter how skillfully it may be camouflaged.

The fact that there is absolute agreement between Republicans, and that they are presenting an unbroken front and marshalling their forces in solid array to prevent a compromise on the principle of American sovereignty, makes it necessary for the Democrats to resort to their national campaign to the barefoot methods of misrepresentation so persistently practiced locally. In neither case will the purpose be accomplished. Instead, voters will flock to the Republican standard in proportion as the despatch of the Democrats increases.

CRIMINAL DOCKET NOT NEEDED.

If that degree of care is exercised which is necessary to keep the police docket in the mayor's office accurately and completely, as the form provided will permit being done, there will be no occasion to open a criminal docket, as Councilman Cyprian suggests being done.

Ever since Connelville has been a third-class city, the mayor's office has been a place with a docket which conforms in every detail with the requirements of the law and ordinances regulating the police department. By simply filling in the blanks when arrests are made, and making entries at the hearings, and appending under "Remarks" the names of witnesses and the evidence offered by them, a complete record can be made. The fact that this has not been done with the care required, and that some police officers are unfamiliar with the requirements of the law, has become very defective. Names of persons have not been correctly entered and the information necessary to complete the record has often been lacking.

If a criminal docket is opened, as suggested, complications will very likely arise that will be infinitely worse than the present lack of system in maintaining police court records. Establishing a criminal docket will require the mayor or an alderman acting for him to be on the job almost continuously, and result in holding two courts—one for the disposition of police cases for violation of city ordinances; the other for disposing of commonwealth cases under the criminal laws.

Every hearing under the latter must be returned to the county court, just as aldermen and justices of the peace are required to do. The city will be obliged to produce witnesses for court trials and will be liable for costs and expenses which would aggregate a

very large amount.

There is no need to usurp the functions of the aldermen of the city as opening of the proposed criminal docket would do. Instead, there needs to be such attention to keeping the existing police docket that it will in reality be what it purports to be—a complete and accurate record of hearings before the mayor.

THE WORLD SERIES AND AFTERWARD.

So far as the public trial of organized baseball has progressed in the present world series the great national game has apparently been freed of the ugly imputations cast upon it by the crookedness of several individual players taking part in the championship tests of a year ago, but the patrons of the game will require that the verdict be confirmed by measures and methods that will hereafter safeguard baseball as a strictly clean sport.

In the judgment of the experts and the thousands of enthusiastic and admiring but always critical fans the opening games have thus far been honest efforts of the opposing teams to win. Every player has been "on his toes" to play the best ball of which he is capable and to avoid a misplay of any kind. The public knows that the players are aware of the acid tests the patrons of the game everywhere are applying to the two teams and to professional baseball as an institution. The knowledge that the series is being scrutinized more rigidly than ever before is investing the existing contest with interest that extends far beyond the confines of the fields where the rival champions are contending for the pennant. Every play is being watched and analyzed in its relation to the results of the game in the rather confident expectation that there will develop no ground for suspicion that there is effort or desire to further besmirch the character of baseball as our most popular sport.

If the present series continues to exemplify the best traditions of the sport it will be restored to even a more secure place in public favor. At the same time strength and determination will be added to the demand that has been made for the adoption of all needed measures by the promoters of the sport to insure its freedom from the taint of crookedness. Even more urgently will the devotees of the game demand that legislation be enacted to prevent the sport becoming the prey of gamblers.

A clean championship series will not be enough to satisfy the public. The whole movement, which must be thoroughly cleansed of the individuals and elements that will degrade it to the gambler's level.

PENNSYLVANIA HAS POPULATION OF 8,720,159

Gain of 1,055,048 During 10 Years Shown in Census Reports Today.

FARMS IN STATE DECLINE

is Compared With 1910 Preliminary Statistics Show Total of 202,256 as Compared With 219,205 Last Previous Census, Loss 17,049 for Decade.

WASHINGTON, Oct. 7.—Pennsylvania has a population of 8,720,159 according to the 1920 census, said the announcement of the Census Bureau today.

This is an increase of 1,055,048 over 1910, or 13.3 per cent.

Figures from past reports show the following:

For 1920, 8,720,159; for 1910, 7,665,111.

Pennsylvania fell off heavily between 1910 and 1920 in the number of farms, according to a preliminary announcement of the Census Bureau on agriculture.

In 1920 there were 202,256, as compared with 219,205 in 1910, a decrease of 17,049 or 7.8 per cent.

In 1900 there were 224,248 farms in the state, 1933 more than at the end of the next 10 years.

In the whole United States, the report shows a gain in the number of cultivated areas coming under the term of farm. In 1920 the number was 5,737,372; in 1910, 5,631,502; in 1900, 5,458,998.

Texas has the most, 135,565; District of Columbia, the fewest, 203. There are 4,084 in Rhode Island.

POPULATION OF UNITED STATES 135 MILLIONS.

WASHINGTON, Oct. 7.—The Census Bureau Thursday afternoon announced the population of the United States as 135,583,108. This is the 1920 population of the continent. United States and does not include the colonial possessions.

The country increased 13,710,842 persons from 1910, a percentage gain of 14.9. This gain was only about two-thirds of the percentage increase in the previous decade between 1900 and 1910, the United States increased from 75,949,575 persons to 91,912,266, a percentage increase of 21.0, and a numerical increase of 15,962,691.

The fact that the United States has gained but 13,710,842 between 1910 and 1920, as compared with a gain of nearly 16,000,000 between 1900 and 1910 is attributed by Sam L. Rogers, director of the census, largely to the almost complete cessation of immigration during the war years, the influenza epidemic, and to some extent, to the casualties of the war.

At the same time the total population of the country was almost equal to the population of the various states and their comparative rank as shown by the size of population were made public. New York leads the list with 10,384,144 persons. Next comes Pennsylvania with 8,720,159, Illinois with 4,355,098 and Ohio with 5,759,288. The other states are below this figure. There are four states with a population of more than 5,000,000, one—Texas, with a population of more than 4,000,000, five in the 3,000,000 class, 11 with 2,000,000 or more, 30 with 1,000,000 or more persons each, and 18, including the District of Columbia, with populations below 1,000,000. Only one state, Nevada, has less than 200,000 people in her borders.

The total for all the possessions of the United States, including Alaska, Panama canal zone, Virgin Islands, Guam, Samoa and the Philippines Islands, with military and naval personnel is estimated at 12,250,000.

SKELETON OF GIANT UNEARTHED ON FARM IN WESTMORELAND CO.

Find of 'Carnegie' Museum Curator Believed to Be That of Man.

Builder Perished.

GREENSBURG, Oct. 7.—Dr. W. J. Holliday, curator of the Carnegie museum in Pittsburgh and his assistant, Dr. Peterson, a few days ago opened up the mound of the ancient race that inhabited this section and secured the skeleton of a man, who, when in the flesh, was between eight and nine feet in height. This mound, which was originally about 100 feet long and more than 12 feet high, and was somewhat worn down by time. It is on the J. B. Sechrist farm in South Huntingdon township. This farm has been in the Sechrist name for more than a century.

The most interesting feature in the recent excavation was the mummified torso of a human body, which the Carnegie scientific experts figured, was "hard to test" at least 40 years ago. Portions of the bones dug up and the bones in the legs. Prof. Peterson declared, were those of a person between eight and nine feet. The scientific figure that this skeleton was the framework of a person of a prehistoric race that inhabited this section before the American Indians claimed this territory.

The torso and the portions of the skeleton were shipped to the Carnegie museum, where they will be placed in the department of anthropology.

The skeleton was found in a small mound, which was about 100 feet long and more than 12 feet high, and was somewhat worn down by time. It is on the J. B. Sechrist farm in South Huntingdon township. This farm has been in the Sechrist name for more than a century.

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MORE THAN THIRD OF FARM LAND IN COUNTY IMPROVED

This, Combined With Drift to Cities, Make Serious Situation For Agriculture.

Thirty-five per cent of the farm land in Fayette county is in an unimproved state, one of the positive primary considerations for the progressive farmer and agriculturist for the 1921 season, records in possession of Farm Agent P. H. Sprengle show.

Despite the fact land improvement constitutes a very serious situation of itself, it is not the lone problem of vexatious nature confronting the county farmer with the arrival of the ensuing spring.

"There is apparently no let up in this to the city tendency on the part of the boys and girls in the country," Mr. Sprengle said. Thus, he explains, added more than a little to the griefs of the farmer.

The spring outlook is considered favorable, however, Sprengle insists. Prices should be better for the products of the farm and there will be a complete utilization of all available labor, the county agent is assured.

Mrs. John Ransier of Star Junction is visiting relatives in town.

Thurman Hixenbaugh has accepted a position with Jamison Coal and At present the market on the farm products is downward, this in keeping with a general break in prices.

Discussing the 1920 yield of the county farms, the farm agent summarized briefly as follows:

Hay: Yield two per cent better than the normal 100 per cent yield.

Wheat: Not so good. About 28 to 30 per cent normal only.

Oats: Good. Five per cent better than the normal 100 per cent yield.

Berry: Good. Entirely normal.

SENDS WIFE HOME, WINTER

During Summer He is Willing to Live With Her in Tent.

That while snow and ice covered the earth in Connelville and vicinity the wife home to mother and that when summer breezes began to blow he took her home, again, living in a tent, was the testimony offered by counsel for Mrs. Myrtle Ruckman of Connelville to substantiate her claim for a divorce from her husband, James B. Ruckman, of Wooddale, Mrs. Ellen McDonald, mother of the wife, told this story. Ruckman had promised to pay \$10 every two weeks for the board of his wife at the maternal home, but he seldom paid, his mother-in-law said. Mrs. Ruckman was granted a divorce Tuesday.

Other divorces granted were:

Bama L. Shen, Connelville, from Raymond Shea, Filbert.

Dr. Harry Newton Carr, Fairchance, from Elvareta Carr, Los Angeles, Cal., who refused to come east with him after their marriage.

Joseph Burck, Whitsett, from Annie Burck.

John G. Fulmer, Royal, from Ada Fulmer.

Harley Reddy, Uniontown, from John Reddy.

Conrad Menhart, Uniontown, from Emma K. Menhart.

Robert S. B. Reese, Orient, from Edith Reese.

Russell W. Gray, Tippecanoe, from Belle Gray.

AFTER 50 YEARS

Absence W. Scott Newcomer Visits Tenthredine Scenery.

After an absence of 50 years, W. Scott Newcomer of Elgin, Ill., in paying a visit to his brother Clark Newcomer of Uniontown and friends in Connelville and vicinity. Born and raised near Broad Ford he was a boyhood chum of City Treasurer A. O. Bixler with whom he attended school at the Narrows school. He learned the printer's trade under the late Daniel P. Stentz in the Fayette Monitor office on the site now occupied by the residence of Rev. Father Burns on East Crawford avenue.

In 1875 his father, known among his neighbors as "Big John" Newcomer, with the members of his family, moved to Iowa. Scott continued at the printing trade being employed in Minneapolis, Chicago and elsewhere until a few years ago when he took charge as foreman of the printing department of the Illinois Watch Case company at Elgin, Ill., which position he now occupies.

He expects to conclude his visit Sunday when he will start for his western home.

ALDERMAN COLBORN

Forgets the White House Permits No Reservations to be Made.

Having sought inspiration at the very fount of Democracy, Alderman W. D. Colborn sends The Courier a postcard from Washington bearing on one side a picture of the White House. Presumably forgetting that the occupant of this structure has made no "reservations" nor permitted any to be made, Alderman Colborn pens this message on the address side of the card: "Picture on other side looks as if Cox would just fit reservations made."

TRADER SNAPS GENERALS

Jack Trader Right Up Among 'Em in Marine Celebration.

A photo-postcard card received from John P. Trader, who is in France, shows Mirahala Poch, Joffre and Pétain and General Nourmaury, the blind commander, leaving the cathedral at Meaux on September 5, the sixth anniversary of the first victory of the Marne.

Jack says he was "right up with the movie men and official photographers when I snapped this one."

Granted Marriage License.

C. E. Booley of Connelville and Edith Brooks of Lambertown were granted a marriage license in Greensburg.

REV. RICHARDSON, LONGEST IN SERVICE OF M. E. PASTORS

Here Six Years, Official Board Requests His Return For a Seventh.

PROGRESS HAS BEEN MADE

In All Departments and Activities Under His Pastorate: Membership Increased, Property Doubled in Value; Leaves For 67th Conference.

The departure Tuesday of Rev. G. L. C. Richardson, pastor of the First Methodist Episcopal church, to attend the 67th annual session of the Pittsburgh Conference, which convenes in the Franklin street church, Johnstown, tomorrow morning at 9 o'clock, serves to call to mind several interesting matters in connection with Rev. Richardson's service with the local congregation.

He enjoys the unique distinction of having served the longest pastorate of any minister of this church, now over 100 years old. In the earlier years of Methodist pastorate were limited to one year. This term of service was later extended to three and still later to five years. About 20 years ago the restriction as to length of pastorate was removed but changes continued for a time to be made about as frequently as before.

At the expiration of each of the periods for which Rev. Richardson has been assigned to the Connelville church, since he first came here in 1913, he has been returned at the request of the official board. Nearing the completion of his sixth year, the board has again unanimously joined in asking the conference to return him for another year.

During Rev. Richardson's pastorate the church has made marked progress in its several departments and its resources have largely gained. The membership has increased and the really acquired for church purposes has doubled the value of the property owned by the church.

The offerings for benevolences were \$1,100 the first year after Rev. Richardson assumed charge. Last year the amount for this purpose was increased to \$5,000. And for the coming year will reach \$7,000. The contributions for all purposes passing through the various treasuries of the church and its societies this year will aggregate \$30,000.

Throughout his pastorate Rev. Richardson's preaching has been earnest and evangelistic in character. He has interested himself actively in public and philanthropic enterprises. His service in important capacities in local affairs and as a member of the Methodist Association has been an active worker and has cooperated with the pastors of other denominations in all movements designed for the uplift of the community.

KEPHART IN TAXI

LOSES IN RACE TO CATCH STREET CAR

Not Often, However, That State Treasurer Is Beaten in His Undertakings.

GREENSBURG, Oct. 5.—Harmon M. Kephart, treasurer of Pennsylvania, a local taxi and a West Penn street car indulged in a race in Greensburg, and adjoining boroughs to the south of town Sunday afternoon.

Mr. Kephart, before he became a leader in the Republican politics of Pennsylvania, was a railroad engineer. He takes kindly to a fast ride, but the street car gave Mr. Kephart and the taxi what for a time was an annoying beating in the race.

Mr. Kephart arrived at the Greensburg station from Harrisburg about 4 o'clock in the afternoon. About the same minute the street car for Connelville, his home, pulled away from the car station on Main street. Mr. Kephart hailed a taxi at the station and ordered quick service to the station. He got what he ordered, of course, but when he arrived at the station the street car he wanted was gliding down about the lower end of town.

"Hurry along and we'll catch her," Mr. Kephart shouted to the driver.

The order was obeyed and George Westover, traffic officer at Main and Pittsburg streets attempted to apply his rules, but they were ignored and down Main street went the state treasurer and his taxi at a law defying pace.

But the street car, with a fairly good start, kept going at a fairly good rate and after a chase of more than a mile the taxi was abandoned.

"Kephart" returned to the street car station, dismissed his taxi and spent a half hour with friends and caught the next car for his home rather glad, he said, that he had been beaten in the race to get out of Greensburg a half hour earlier.

In the interest of accuracy it might be added that Harmon M. Kephart, state treasurer, and intimately known all over the state as "Kephart," is not often beaten in any of his undertakings.

Masonism Men Honored.

Rev. W. C. Decker of Altoona was elected moderator at the thirty-fourth annual conference of the Pennsylvania district of the Brethren church held Thursday in the First Brethren church, Pittsburg. Other officers elected were: H. J. O'Neill, Pittsburg, vice moderator; Rev. J. L. Gingrich, Masonism, secretary; and Rev. E. E. Felner, Philadelphia, assistant secretary. The conference will be held in Philadelphia next year.

Westmoreland Teachers' Meeting.

GREENSBURG, Oct. 5.—The first meeting of the Westmoreland County Teachers' association will be held October 16 in Liggett.

Ninety-Year-Old Democrat Advises Voting G. O. P.

SMITHFIELD, Oct. 5.—While in Morgantown, W. Va., W. M. V. Mayfield spent a night with Hannah Hunter, who is one of the oldest residents of the town, being past 90. Spry as a cricket he almost ran the legs off Mr. Mayfield, taking him around over the hills and showing him the sights of the university town.

Though a Democrat, Mr. Hunter is a subscriber to the National Republican, published in Washington. Giving Mayfield a copy of the paper, Mr. Hunter told him to go home and read it, advising him if he ever had voted the Democratic ticket never to do so again.

KENDALL GIVES HIS PERSONAL ATTENTION TO PENSION CASES

Instead of Four to Six Months, Cases Are Put Through Within Period of Sixty Days.

WASHINGTON, Oct. 7.—Through the efforts of Representative S. A. Kendall, the commissioner of pensions has granted the pension of Mrs. Mary Shipley, widow of Elijah L. Shipley of Uniontown, allowing her pension at the rate of \$30 per month beginning July 31, 1920, when Mr. Kendall filed her claim with the Pension Bureau.

It usually requires four to six months to have a pension claim investigated and allowed, and the record made by the department in the case of Mrs. Shipley is considered a most gratifying one.

Mr. Kendall also succeeded in having the pension claim for increases to \$72 per month of James M. Barber of Adams, Pa., allowed from July 20, the date on which the claim for increase was filed by Mr. Kendall.

It is the policy of the Pension Bureau to promptly investigate and consider all claims both for original pension and for increase in pension under the recent Act of Congress, but there are long delays in many cases caused by failure to supply the proper evidence. Mr. Kendall personally goes over all applications and evidence in all cases filed with him, so that when they are filed with the Pension Bureau they are in shape for action without delay, and in many cases he has been able to get action within a period of 60 days.

In connection with the pension claim of Mrs. Catharine Barron, widow of Harmon Barron, Charles P. Cook, secretary of Captain J. S. Hinchman Camp No. 122, Sons of Veterans, Somerset county, wrote Mr. Kendall:

"I am in receipt of your letter stating that a pension has been granted Mrs. Catharine Barron, widow of Civil War Veteran Harmon Barron. This is very gratifying and I beg to add thanks for your interest in my claim."

That Mrs. Barron was granted this pension with all ease from the time her application was filed, a most remarkable record.

SLAYER OF KOHUT GIVEN 10 TO 16 YEARS IN PRISON

Court Fixes Offense in Jesse Coleman Case at Second Degree.

An indeterminate term of not less than 10 years nor more than 16 years in the Western penitentiary was the sentence imposed by Judge J. Q. Van Swearingen at the weekly session of court in Uniontown Tuesday in the case of Jesse Coleman, confessed slayer of Ben Kohut, Baltimore & Ohio engineer at South Connelville last April 15.

Coleman, a negro, had pleaded guilty to murder, leaving it to the court to fix the degree of crime. The finding of the court was:

"And now, October 5, 1920, the defendant, Jesse Coleman, having pleaded guilty of murder and evidence having been introduced by commonwealth and defense to enable the court to fix the degree of crime and having heard said evidence it is adjudged by the court that the defendant, Jesse Coleman, is guilty of murder in the second degree."

Sentence followed.

Coleman's two negro companions in crime, John T. Guter and John Connor, were a week ago released from jail and ordered by the court to leave the state and never return, being assured that if they return and are apprehended they will be given the limit of the law.

FOUR SEEK DIVORCE

Cruel and Barbarous Treatment Is Charged by Jeannette Woman.

Anna Fabian of Leisegang No. 3 is seeking a divorce from her husband, Michael Fabian, of the same place, on the grounds of cruel and barbarous treatment. They were married May 17, 1916, at Uniontown where they have since resided. The libel was filed Tuesday in Uniontown.

Caroline Andrasek of Uniontown is seeking a divorce from her husband, Joseph Andrasek, of Cokesburg, Washington county, on the grounds of cruel and barbarous treatment

HUNDREDS OF GUESTS AT BISHOP POST HOUSE-WARMING

ish Such at Quarters in Sol-
son Theatre Building Many
Turned Away.

ENTERTAINMENT FOR ALL

Hundreds of members former ser-
men, citizens and relatives of
members attended the house-warming
Milton L. Bishop Post No. 301, The
merican Legion Thursday. The
pacity of the post's rooms in the
Nason theatre building was so great
that many were turned away
ving the early part of the evening.
The event, arranged by a house
immittee appointed a week ago, was
thorough success and brought the
sion farther to the front in the pub-
c's eyes.

The evening program opened with
a introductory speech by Thomas
Scott, who presented Mayor Dugan.
The city's executive made the
ncipal address, recalling the work
the fighters in the American Army
uring the world war. He also said
me folks were beginning to realize
e strength of the Legion. The
sior pair a tribute to the women and
id he would concede no one first
er those in Conneltsville.

CANCER IS CURABLE, SURGEONS DECLARE IN PITTSBURG MEET

Should Be Taken in Early Stages and
Treated Under Direction
of Experts.

PITTSBURG, Oct. 5.—That cancer
can be completely cured if cared for
n its early stages, that the laity
ould become better informed upon
atters of health and should not hesi-
tate to seek the advice of surgeons
whose efficiency is recognized and that
ublic citizens should assist in the
ore for the standardization of hospi-
tals, were the high lights brought
ut at the public meeting in the hall-
oom of the William Penn Hotel Fri-
ay. The meeting, held in connection
with the first annual clinical congress
of the Pennsylvania section, Ameri-
can College of Surgeons, was address-
ed by surgeons who stand out fore-
most among the members of their
profession.

Dr. Carl Davidson, professor in sur-
ery at the University of Illinois; Dr.
mil Beck an eminent Chicago sur-
geon, and Dr. Frank L. Rupp of
Wheeling, W. Va., spoke on the pre-
vention of cancer mortality. Dr. Don-
ald Guthrie of Sayre pointed out that
hundreds of lives could be saved
early if the laity were properly in-
ormed about cancer and also showed
hat during the war more deaths were
aused in the United States by tuber-
culosis than by bullets and shells on
he battlefields of France. He conclu-
ed by expressing the hope that in the
abinet of the next President of the
nited States the name of an eminent
urgeon would appear as secretary of
public health.

OLD-TIME SPELLING BEE

Pupils and Patrons Join in Interesting
Event at Hughes School.
Pupils and patrons of the Hughes
chool in Dunbar township, under the
irection of the teacher, E. E. Crouse,
of South Conneltsville, held a spell-
ing bee Thursday evening which at-
tracted a large gathering of the
untry people and aroused a lot of
interest. Eleven words were mis-
pelled during the contest. They were
east, gaiters, setties, cymbals, toe,
heart, Thomas, radishes, catsup, wa-
edon and acorrdion. Pupils who re-
mained standing longest were Clyde
Hughes and James Bodkin. At the
close of the "spelling" some long and
fficient words were pronounced for
hem. One was intrinsamagintcan-
gandibandandallity.

During the evening instrumental
music was rendered by pupils on the
piano, banjo and organ. Marshall and
Elizabeth Gauding and Nellie and
atherine Hughes contributed read-
ings. Remarks by the teacher and
inging of "Brighten the Corner Where
You Are" by the persons assembled,
closed the program.

Corn Harvest Well Under Way.
The corn harvest is well under way,
has been hastened by the frosts, the
harvest of which was last Wednesday
night and which in places did consid-
erable damage to foliage. Corn, of
course, is undamaged. It is said to be
sickly well filled.

Coal Land for Sale!
If you have coal land for sale adver-
se it in The Weekly Courier.

SOUTH CONNELLSVILLE BOY KILLED WHEN HE FALLS BENEATH TRUCK

Remains of Accident Victim
Exhumed.

Caught beneath the wheels of the
heavy truck owned by Perry & Hen-
derson, operators of a feed mill on
the West Side, Gerald Pritchard, sev-
en years old, son of Mr. and Mrs. C.
J. Pritchard of South Conneltsville,
was instantly killed yesterday after-
noon. He had climbed on the back of
the truck, together with several other
children, while the driver, Robert
Lechman, of Breckenock, had been
making a delivery, and when the ma-
chine was started backwards to turn
around, he was either pushed or
jolted off, falling under the rear
wheel.

Mrs. Claude Shupe, an eye witness,
and John Sanner ran to where the
child lay. He was dead when they
reached him. The body was taken to
J. E. Sims' funeral parlors.

The driver endeavored to locate the
South Conneltsville authorities in or-
der to give himself up. He asserts
that the accident was unavoidable.
Coroner S. H. Baum made an investi-
gation and determined that it was not
the driver's fault. There will hardly
be an inquest.

The dead child is survived by his
parents, five brothers, Harold, Clif-
ford, Raymond, Berford and Kenneth
and two sisters, Helen Louise and
Margaret.

ENGINES DERAILED

Members of Crew Have Narrow Escape
Near Sand Patch; Other Near City.

Two Conneltsville railroad men, En-
gineer William Nesbitt and Fireman
Thomas Stephenson, who made up the
crew of Baltimore & Ohio engine No.
6902 last Wednesday had a narrow
escape from death when the locomotive
was derailed. Both jumped, the
fireman escaping entirely unhurt, and
the engineer being slightly bruised.
The locomotive was hauling a train
east and had just passed over the
switch at FO tower, 12 miles east of
Sand Patch. Suddenly it left the rails
and, due to the elevation of the tracks
at the curve turned over. It fell down
a slight embankment and cleared the
rails, not tying up traffic.

Another big engine, No. 6020, haul-
ing a coal train from West Virginia
was derailed yesterday, running
through a derailling switch at Paddock
siding near the West Penn power
plant in the afternoon. The cars were
also derailed.

LEGION OFFERS REWARD

Fifty Dollars to Be Paid for Appre-
hension of French Bride's Mate.
Special to The Courier.

SALINA, Kan., Oct. 9.—A war ro-
mance that had its beginning in
France culminated here in a domestic
tragedy that leaves a French bride and
her month-old baby facing the world
alone in a land of strangers. Deserted
by her husband, Mrs. Chester Cooper,
being cared for by members of the
local post of the American Legion and
the Salina chapter of the Red Cross.
The Coopers made their home at
Sharon Springs after their return
from overseas but shortly after arriv-
ing there Cooper disappeared and is
now sought to face a charge of deser-
tion. Mrs. Cooper, who is unable to
speak a word of English, is suing for
divorce. She plans to return to her
aged mother in France. Salina post
of the Legion has offered a reward of
\$50 for the apprehension of Cooper.

\$80,000 DAMAGES ASKED

Kendall and Ligonier Lumber Com-
panies Defendants in Suit.

GREENSBURG, Oct. 6.—Mrs. Julia
B. Glass of Asbury Park, N. Y., has
brought suit against the Ligonier
Lumber company, the Kendall Lumber
company and other individual owners
of timber land along the western side
of the Laurel Hill mountain to recover
\$80,000 damages, as she alleges, for
the removal of timber. The Kendall
Lumber company filed an answer to
the suit in which a denial is made to
the claim.

The tract of land is located along
the mountain from St. Clair to Don-
gal township. The odds and ends of
land were secured more than 60 years
ago by George W. Lawford, father of
the plaintiff, and an engineer who
built the Pittsburg division of the
Pennsylvania railroad from Altoona
west to Pittsburg. The daughter is
now seeking damages.

BOY'S BODY FOUND

Little Tracy Joseph, Ohio, Held
Fast by Water Wheel.

The body of Joseph Tracy, three-
year-old son of Mr. and Mrs. William
Joseph of Ohio, who disappeared
several weeks ago and was given up
for drowned, was found Friday after-
noon in the "mill race" along the
Youghiogheny river a short distance
from the Joseph home.

West Penn employees putting in a
new wheel at the hydro-electric plant
operated by the Ohio, fell and made
the discovery. The body was "held
fast by the wheel."

MANY DELEGATES COMING

Three Hundred Persons Expected For
C. P. Rally October 22.

The fall meeting of the Y. P. C. U.
of the Westmoreland presbytery of
the United Presbyterian church will
meet in Conneltsville October 22.
About 300 delegates and others are
expected to attend.

One of the speakers will be Dr.
W. E. McCulloch of the Hazelwood
Avenue United Presbyterian church,
Pittsburg.

Hunkler Man Injured.
Aaron R. Miller of Menor, son of
Mr. and Mrs. Richard Miller of Hun-
kler, was seriously injured in the Pit-
tsburg shops of the Pennsylvania Rail-
road company Sunday morning.

Coal Freight Rates

EFFECTIVE AUGUST 26, 1926.

TO EASTERN PORTS.	ORIGINATING DISTRICT.			
Rate per Gross Ton of 2,240 lbs.	Conneltsville			
	Shipping	Fairmont	Chute	Larose
Baltimore, Md. (Track Deliv.)	\$3.11	3.11	\$2.75	\$2.75
Chesapeake, Pa. (P. & R.)	3.58	3.48	3.28	2.18
Chesapeake, Pa. (P. & H.)	3.72	3.57	2.42	3.82
Harrisburg, Pa. (P. & R. P. & R.)	3.52	3.87	2.72	3.82
Johannstown, Pa. (B. & O.)	3.44	3.85	2.78	3.50
Johannstown, Pa. (P. & R.)	3.42	3.82		
Lebanon, Pa. P. & R. and P. & R.	3.44	2.29	2.14	3.04
New York, N. Y. (Bklyn.)	3.85	3.71	2.86	3.46
New York, N. Y. (Hklyn.)	4.00	2.85	2.70	3.50
Philadelphia	3.44	3.58	2.78	2.18
Sparks Point	3.44	3.42	3.28	3.18
Swanton, Pa.	3.42	2.67	3.72	2.82
South Bethlehem, Pa.	3.72	3.57	3.42	3.82
Syracuse, N. Y.	3.72	3.57	3.42	3.82
TO ATLANTIC PORTS via P. & R.				
Greenwich, local	3.22	3.19	3.03	2.93
Greenwich, export	3.20	3.26	3.70	2.60
South Amboy, P. O. H. vessels	3.21	3.21	3.21	2.61
Harrisburg Cove	3.58	3.41	3.26	2.16
Greenville	3.44	3.41	3.26	2.16
Canton, Balt., local	3.23	3.18	3.03	2.93
Canton, Balt., export	3.23	3.78	3.63	2.83
TO ATLANTIC PORTS via B. & O.				
St. George Coal Piers	3.34	3.71		
St. George for Export	3.31	3.34		
Philadelphia Coal Piers	3.18	3.18		
Philadelphia for Export	3.20	3.53		
Curtis Bay Piers	3.34	3.34		
Curtis Bay for Export	3.31	3.78		

*The rate for points on the Monongahela Railway in the Fairmont group south of the Pennsylvania state line to Johnstown is 11.92 net ton. Rates to Johnstown from Greensburg and Larose groups apply specifically from point of origin to destination.

The Conneltsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Rutledge from points on the Pittsburgh-Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa.; from points on the Southfield & Maestown Branch and from the Fairmont Region of West Virginia.

While the rate from points of the Monongahela Railway in the Fair-
mont group south of the Pennsylvania state line to Johnstown is
\$1.90 per net ton. Rates to Johnstown from Greensburg and Latrobe
groups apply specifically from point of origin to destination.
The Conneltsville Rate applies to shipments from points on the
Southwest Branch of the Pennsylvania railroad south of Ruffalo;
from points on the Pittsburgh, Virginia & Charleston and points on the
Monongahela River railroad.
The Fairmont Rate on shipments via the Baltimore & Ohio ap-
plies to shipments from points east of Sutersville, Pa.; from points on
the Smithfield & Massena Branch and from the Fairmont Region
of West Virginia.
ORIGINATING DISTRICT
Rate per Net Ton of 2,240 lbs.
Canton, O. \$1.75
Chicago, Ill. 2.44
Cleveland, O. 2.75
Columbus, O. 2.75
Detroit, Mich. 2.75
Indianapolis, Ind. 2.75
Toledo, O. 2.75
Youngstown, O. 2.75
Lake Erie 2.75
Port Huron, Mich. 2.75
Port Maitland, Ont. 2.75
Buffalo, N. Y. 2.75
These rates apply in a general way to shipments from the terri-
tory described. There are, however, numerous extensions to the
specific rates quoted and in each case before applying the rate as a
basis for freight charges the shipper or consignee should determine
the exact location of the mine from which the business will move,
then refer to the tariff naming the rate in question.
The Fairmont District includes points east as far as Latrobe and
south on the Southwest Branch to and including Ruffalo; south to
but not including Brownsville on the Pittsburgh, Virginia &
Charleston and to Dawson on the Baltimore & Ohio
railroad, and eastward to Dickerson Run and southwest to and in-
cluding Brownsville on the New York Central line.
The Conneltsville District includes points on the Southwest
Branch of the Pennsylvania railroad south of Ruffalo; on the
Pittsburgh, Virginia & Charleston except Braxell and all Monongah-
ela River railroad points; New York Central points east of Dick-
erson Run, including Conneltsville Transfer, and points on the Bal-
timore & Ohio, Dawson to Point Marion, Pa.

METHODISTS GIVE BISHOP MCCONNELL VOTE OF CONFIDENCE

Six-year Retirement Rule Defeated in
Connexion With Action at
Johnstown Conference.

JOHNSTOWN, Oct. 8.—A vote of
confidence in the administration of
Bishop Francis J. McConnell, resident
bishop of the Pittsburg Conference of
the Methodist Episcopal church, came
at the business session of that body
Thursday when a resolution asking
that the bishop adhere to the six-year
retirement rule with regard to district
superintendents was defeated.
Rev. G. W. Terhune, Jr., Dr. W. S.
Lockhart, Rev. J. E. Hoss, Harvey
Henderson and Dr. W. A. Arnold, all
of Pittsburg, were elected trustees at
the annual business meeting of the
conference.

The retired or superannuated min-
isters of the conference organized an
association for the purpose of the
interests of the older members of the
conference. Officers elected include
Rev. Dr. T. J. Scott, Brookline, presi-
dent; Pittsburg, president; Rev. Dr.
M. J. Sleepy, Library, vice president;
Rev. W. D. Steese, Sheridan, secretary
and treasurer.

The supply preachers' association,
organized last year, elected these of-
ficers: Rev. George E. Leitchworth,
Manorville, president; Rev. C. D.
Fisher, Confluence, vice president;
Rev. J. A. Fargis, Layton, secretary;
Rev. O. E. Rodkey, Armstrong, treasurer.

MUSICIAN'S ARM BROKEN

William Pascoe May Lose Member as
Result of Mishap.

When his clothing caught in the
machinery of the cement mixer at the
plant of the H. C. Frick Coke com-
pany at Lehighburg, Mo., 3 Thurs-
day afternoon, William Pascoe, 29
years old, was drawn into the gears
and badly crushed. He was gran-
treatment at the mine and brought to
the Cottage State hospital here. He
will be taken to the West Penn hos-
pital, Pittsburg, for treatment and ob-
servation. He may lose the arm.
Pascoe suffered a compound frac-
ture of the wrist, a compound frac-
ture of the forearm, muscles and
nerves were severed, a fracture at the
elbow and a compound fracture close
to the shoulder. The young man is a
clarinetist in the Lehighburg band and
is well known in this district.

VETERANS MEET SOON

Annual Fayette Reunion Will Be Held
in Uniontown, October 20.

The 20th annual convention of the
Fayette County Veterans association
will be held Thursday, October 28, in
Uniontown. The association repre-
sents 135 regiments and 14 states.

As on the occasion of the former
reunions, the veterans are requested
to notify W. T. Kennedy of Union-
town president of the association, of
their desire to attend, and the trans-
portation over the West Penn will be
furnished.

The program for the day is as fol-
lows: Enrollment and receiving of
badges at 8:30 A. M.; business meet-
ing at 10:30, dinner at 12 o'clock; the
place to be announced later. Camp-
fire at 2:30 o'clock in the Municipal
hall.

Eighty Divorces Granted.
Eighty divorces were granted at
Greensburg Tuesday. Among the cases
was that of Fred Guert of Ecotdale
against Edna Guert.

HURT IN FALL

Scottish Man Tumbles From Sea-
fold; Lands in Scrap Iron.

J. E. Armstrong of Scotland, was
badly injured Wednesday at Work-
ington, W. Va., when he lost his bal-
ance and fell from a scaffold a distance
of 30 feet, onto a pile of scrap iron. He
is employed at the H. C. Frick car
shops at Everson and had been sent
by the company to Workington to
repair a tippie.

The injured man was removed to
his home and this morning the attend-
ing physician had not been able to de-
termine if any bones were broken.
His body is a mass of bruises and one
side is crushed. Mr. Armstrong is a
non-in-law of Mr. and Mrs. E. P. Mur-
phy of Highland avenue, Mrs. Arm-
strong formerly being Miss Lulah
Murphy.

FIREMAN UNFORTUNATE

H. C. Snyder De-Bores Leg a Few
Minutes After Return From Hospital.

When his crutch caught in the
grating in front of the Cottage the-
atre Wednesday H. C. Snyder, a David-
son, fell and re-broke a leg which
was fractured about a month ago
when he fell from the tank of his
engine while preparing to leave the
yards of the Baltimore & Ohio Rail-
road company here for a run to Cum-
berland. He was taken to the Cottage
State hospital.

Mr. Snyder had returned just a
few minutes before from Cleveland
where an X-ray picture of the injury
was taken at a hospital, following
weeks of treatment at the Cottage
State institution here.

Fireman in School.

The Vanderhill school district is
looking for a teacher for Grade No.
5 there. A vacancy has been made by
the resignation of Miss Luella Fulmer,
who has taken a position with the
West Penn. Application for the po-
sition must be in the hands of the sec-
retary not later than 2 o'clock, Sep-
tember 12.

Miss Ellen Sherlock Hart,
Alma Ellen Sherlock, daughter of
Dr. and Mrs. P. N. Sherlock, is con-
fined to her home in East Apple street
as the result of an injury suffered
while a guest at the Cunningham-
Husken nuptials on Tuesday. The
chief on which she was sitting broke
and a rung struck her spine. She is
under the care of a physician.

Ramage Family Moves.

Clark Ramage and family have
moved from South Pittsburg street
into their new home in South Eighth
street, Greensburg, recently purchased
from Swayne Harper. Mr. Harper and
family have moved into their resi-
dence on the opposite side of the
street.

Turner Plaid Clothes Man.

Patrolman D. H. Turner is follow-
ing a warm clue in connection with
the robbery at the home of George
Mentzer in East Crawford avenue, a
few nights ago. Turner was made a
plaid clothes officer yesterday by
Mayor John Dugan.

Improve Arch Street.

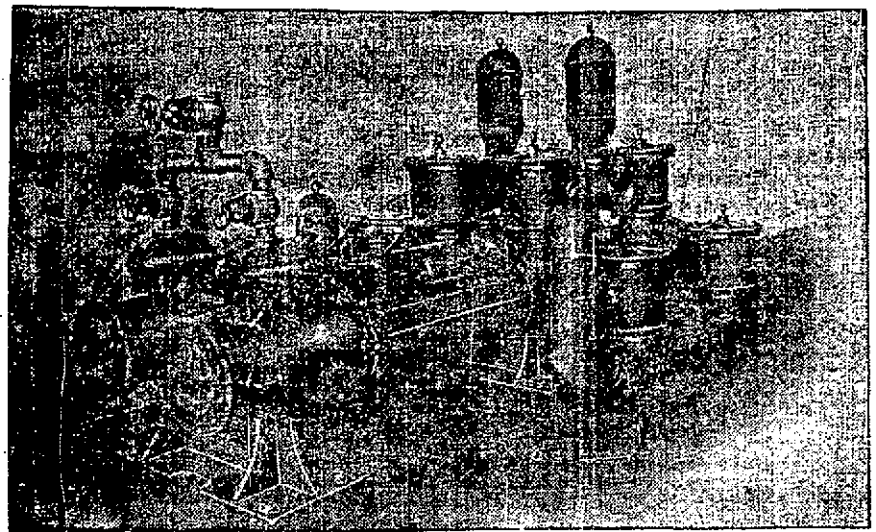
A portion of South Arch street is
somewhat fit for travel now. Big
ruts in the surface have been filled in
below the corner to Porter avenue.
Above this point the road is also fairly
good.

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The Grim Reaper

MRS. LAURA COCHRAN GINTHER.

Following an illness of several
years, Mrs. Laura Cochran Ginter,
wife of William Ginter of Philadel-
phia, died Monday in a hospital in that
city. The deceased was well known in
Conneltsville, having resided on the
West Side previous to her marriage
about 17 years ago. She was born in
Lower Tyrone township, a daughter
of James Cochran, deceased, and Mrs.
Emily Cochran Lytle of Jacksonville,
Fla. All her married life has been
spent in Philadelphia. In addition to
her husband and mother she is sur-
vived by one daughter, Dolores; two
brothers, Alva Cochran of Con-
neltsville, and Joseph Cochran of
Washington state, and two sis-
ters, Mrs. Sidney Carson, Green-
burg, and Mrs. Cora Bishop, Jack-
sonville, Fla. She is also survived by
many relatives in this section, includ-
ing Mr. M. Cochran, an uncle, Union-
town; Dr. J. L. Cochran, a cousin;
Mrs. Jennie Cochran and Mrs. C. E.
DeMuth, aunts, all of Conneltsville.

Funeral services will be held at the
family residence, 2611 North 12th
street, Philadelphia, Saturday after-
noon at 2 o'clock.

BODY IDENTIFIED

The body of a woman who died last
Friday morning on a Pennsylvania
train bound from Uniontown to
Greensburg has been identified as
that of Mrs. Anna Lackman, wife of
John Lackman of near Leisenring No.
2, Coroner James S. Hawkins of West-
moreland county announced. Since
having had an operation performed at
the Passavant hospital, Pittsburg,
Fla. All her married life has been
some time ago, for a while, Mrs.
Lackman had been traveling back and
forth between Pittsburg and Union-
town for treatment. She was on her
way to Pittsburg at the time of her
death. The body has been taken to
her home.

Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-
at-law. Office, Suite 1100 Park Build-
ing, Pittsburg, Pa. Telephone 1942.

Homer L. Burchinal

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Austin Coal & Coke Co., Plants 2 and 3..... 425	H. C. Frick Coke Co., Yorkton, Shaf and Rtnr. 1,000
Colonial Coke Company, Smock..... 160	Struthers Coal & Coke Co., Fairbank Works..... 150

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